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BIRTHS.

On July 1, 1907, at Newchwang, the wife of

R. Y. ANDERSON, of a son.

On July 2, 1907, at London, S. W., the wife of

FREDERICK ANDERSON, of a daughter.

On July 4, 1907, at Kuling, the wife of Leslie

J. CUBITT, of Shangha, of a daughter.

On July 6, 1907, at Shanghai, the wife of

GEORGE LANGLANDS, of a son.

On July 6, 1907, at Urmston, Manchester, the wife of J. Frost, of Shanghai, of a daughter.

MARRIAGES.

On July 1, 1907, at Shanghai, GEORGE ALFRED VICTOR DICK, of the Great Northern Telegraph Co., aged 33 years.

On July 6, 1907, at Shanghai, F. A. RAAD, late Officer, China Merchants' S. N. Co., aged 26 years.

At 7, Remedios Terrace, Hongkong, on the 10th inst., JOSE MARIA BAST, aged 71.

G. L. Duncan regrets to announce the death of his brother ROBERT at Government Civil Hospital.

DEATHS.

On July 1, 1907, at Newchwang, the wife of

A. Miller, of Hongkong, to ETHEL AGNES LAMBERT.

June 5, at Hornsey, EDWARD, son of late S. W. Baker, of Hongkong to ALICE MAUD BODY.

On July 2, 1907, at Shanghai, CANARIE W. CLARK, Locomotive Foreman, Imperial Chinese Railways, Taikow-Chinghua Line, Honan; to ISABELLA G. KIRK, of Belfast, Ireland.

DEATHS.

On July 1, 1907, at Shanghai, GEORGE ALFRED VICTOR DICK, of the Great Northern

Telegraph Co., aged 33 years.

On July 6, 1907, at Shanghai, F. A. RAAD, late Officer, China Merchants' S. N. Co., aged 26 years.

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MAIL SUPPLEMENT,

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, JULY 13, 1907.

THE QUESTION OF SUBSIDIARY COINS.

(6th July.)

It will be remembered that at a recent meeting of the Legislative Council the Hon. Mr. E. Osborne made a series of enquiries relative to the subsidiary coinage of Hongkong, to which the Colonial Secretary replied that "a notification to the public on the subject of subsidiary coins generally is being considered." Mr. Osborne also enquired whether the Government would be

form the public that British subsidiary coins are legal tender up to \$2 in silver or \$1 in copper on each bill. To that the Colonial Treasurer replied that there was no objection to adding that fact to the notification. In the current issue of the Government Gazette the notification to which the Colonial Treasurer referred is published, and gives substantial effect to Mr. Osborne's request. The notification contains more information than has been generally known by the better-informed people of Hongkong, and, of course, by the entire body of merchants and traders in the Colony. The only fact which is apparent to those not dealing with the question of currency and exchange, as an everyday affair, is the fact that the coins minted at Canton or other places in China are only eight-ninths of the value of the standard coin of the Colony. The rest of the information which makes up the text of the notification is the fact that the legal tender of Hongkong subsidiary coins is one of \$2 nominal value in silver and \$1 in copper. That is a matter of common knowledge even, we may presume, among the schoolboys of the city. One important fact, however, to be deduced from the information imparted in the official communication is that all coins tendered to Government departments by the public in payment of monies due to the Government will not be put into circulation again. Such coins, we are informed, the Government intend to send to the melting-pot and so reduce the amount in circulation to one actually "required by the necessities of business in the Colony." If by the return of the two million odd dollars of subsidiary coins last year to Birmingham the Colony had to incur a loss of something like \$100,000 we dread to contemplate what will be the expense involved by the luxury of returning some \$40,000,000 of subsidiary coins, which is the amount estimated that has been put into circulation in the Colony. By a process of elementary arithmetic let us multiply \$100,000 by 20 and we arrive at the enormous total of \$2,000,000 which the Colony might be required to pay for the privilege of calling in the subsidiary coins, allowing, of course, a certain amount for what is considered as being required "by the necessities of business in the Colony." That amount is for all practical purposes, as at present ascertainable, an indefinite figure, and he will be a bold statistician who will attempt to say, even approximately, what "the necessities of the Colony" are in such a matter. There is no authority who can venture upon a reliable opinion. How the difficulty of overcoming the influx of the provincial coins of China into the Colony by prohibiting them from getting into circulation can be met is the crux of the whole situation. We have heard, the Government desired on every hand for its policy in connection with one of the most difficult financial problems of the hour as affecting the commercial prosperity of Hongkong. But we reiterate the view we once before expressed that the Colonial authorities are far from being to blame for the present deadlock, which we have arrived at mainly by the supineness of the traders in accepting the alien coins and putting them into circulation in the course of their business in Hongkong and its vicinity. A few years ago when the problem presented none of the acute features which it does to-day the Government did the Chamber of Commerce the honour of approaching it for its advice on the matter, and in doing so we must give credit to the administration at the time for consulting a body which should certainly have been possessed of the best information and of the practical experience of the port last year should, in these circumstances, find a wider public than those which are generally issued by the Statistical Department of the Imperial Maritime Customs and, as will be seen later, it merits that consideration on its own intrinsic value.

The Commissioner begins in the best spirit of the well-satisfied official, for he remarks that: "The most interesting characteristic of the condition of Shanghai generally during the year 1906 has been the ever-increasing expansion of the town in every direction." He states that new extensions are constantly being developed and that new schemes are daily maturing. Reference is made to the engineering and architectural works begun or completed, and proceeds to deal with the enormous expansion in the motor-car trade, to which we may have occasion in a future article to refer. In fact the entire section which goes under the sub-head of "local" is a testimony to the progress of Shanghai in the right direction. Educational facilities are improving, scientific studies are becoming popular, and the "immense success attained by the local Dutch Company during the last few years has naturally attracted competitors, who have recently so increased in numbers as to seriously threaten the hitherto unquestioned supremacy." With regard to the revenue of the Customs it will not be pleasant reading for the British to learn that the duties paid by vessels flying the British flag have fallen off by over half a million taels, but that does not mean to say that the British mercantile marine is in any great danger of losing its leading position, for while the duty paid by the British flag amounted to over seven million taels the nearest competitors, the German, only paid a million and a half, the Japanese ranking third, with slightly over one million. The total collection was over 122 million taels, showing an increase of about one-third over the preceding year, which was already the largest on record. The increase is mainly under export duties (over HK. Tls. 300,000), but the increase of over HK. Tls. 180,000 in tonnage dues is a testimony to the ever-growing size of steamers visiting the port. Under flag distribution, as compared with the figures for 1905, it is noticeable that the duties paid under the British flag show a decrease of over half a million taels, while the Japanese flag exhibits an increasing increase of over 1 million, having augmented 70 per cent, and immediately recovered, with interest, their lost during the war. The German flag has held its own, with a slight increase of about HK. Tls. 200,000; while the Chinese flag remains almost stationary, with a slight improvement of HK. Tls. 60,000. It will be observed that no less than 5,419 drawbacks (HK. Tls. 146,707) were marked for cash payment during the year, as compared with 3,000 (HK. Tls. 96,300) in 1905. The new facilities for rapidly obtaining funds of drawbacks, as introduced from the 1st December, 1906, having evidently proved

importation of the prohibited currency would involve such an enormous expenditure that it would militate against any and whatever advantage that might accrue to the trade of the Colony by the enforcement of such a prohibition. That is, of course, assuming that such a prohibition could be made effective, but we argue that it could never be so, first, by reason of the fact that Hongkong is a free port; second, by reason also of the fact that many scores of junks enter all the ports of the island and the New Territories every twenty-four hours; and also by the difficulties which the maritime communications of the port and the mainland present in maintaining an effective excise service. No sane individual in the Colony will argue that the freedom of the port should be destroyed simply to keep out the coins of a foreign government, when it is in the power of the traders themselves, if they were to cooperate amongst themselves, to reject the foreign subsidiary tokens tendered in payment in the ordinary course of business. By the publication of the notification not one step is advanced towards the adoption of any remedial measures to overcome the currency difficulties of Hongkong. The Government is powerless. The situation has been created by the merchants and traders themselves, and by the moneychangers, whose business it is to turn a profitable dollar out of their exchange transactions. Let the commercial section of the community combine to resist the acceptance of the foreign coin and then we will find that the difficulty will automatically resolve itself in the currency of Canton, being so depreciated that it will be accepted, only at its intrinsic value. If its local market value should by any circumstance go below the metal price of the coin then, coin at the provincial mint may agree to do, if it has no market for its production, by the irrevocable law of supply and demand the Government of Canton will find itself compelled in its own interest to disist from turning out a coin which is debased in the eyes of the commercial community of Hongkong.

PHOSPHORUS SHANGHAI.

Hongkong and Shanghai are so judiciously bound together in a community of interests which extends to every branch of business and social life that the affairs of the Northern Settlement are of perennial interest to the residents in this Colony. That interest is specially directed to the trade operations of Shanghai and there is not a meeting of the Chinese in the Colony which is not scanned and read with attention by the investing public of Hongkong. The report of the Commissioner of Customs, Mr. H. Elgar Hobson, on the trade of the port last year should, in these circumstances, find a wider public than those which are generally issued by the Statistical Department of the Imperial Maritime Customs and, as will be seen later, it merits that consideration on its own intrinsic value. The Commissioner observes that: "One of the alternative schemes to the tramway, and one which was strongly advocated, was to have no tramway at all, but lines of motor vehicles. This scheme was negative, mainly upon the hypothesis that the native could not be trusted to become a reliable chauffeur. Curiously enough, the reverse has proved to be the fact, and no modern invention has developed more rapidly in Shanghai, or contributed more to the expansion of the town than the motor industry. Garages and repair shops are springing up in all quarters, and the large number of valuable motor-cars and motor-boats, all of which are most of the time solely in charge of the native chauffeur, would strike any newly arrived Occidental as exceptional anywhere. Many wealthy natives have acquired cars, which they drive themselves at times, while enormous motor vans, used by firms which have their storage godowns far

great step forward has therefore been taken in the means of transportation of goods, and now marked differences in prices are no longer to be found between different parts of the island. The future of the island, it will be seen, is now assured and the credit must be given to the able administrators who have managed to bring order out of chaos in a country which only a few years ago was overrun by warlike aborigines.

RAILWAYS IN THE NORTH.

(10th July.)

Some interesting particulars regarding the progress of railways in North China is given by the Commissioner of Customs at Hangchow, Mr. von Tanner. It is stated by the Commissioner that the general desire for progressive reforms, already shown by tangible results in other parts of China, has caused some ripples even in the ultra-conservative province, and the struggles between the Old China and the progressive parties have been frequent and bitter. Ever since the port was opened in 1861 railway were talked of, but resulted so far only in numerous surveys made by various foreign companies. Now for the first time work has been actually commenced by an exclusively Chinese company on a line which is to connect the foreign settlement and eventually Kashung with the Hangchow city and the Tientang river. The ground for the line has been cleared, embankments have been commenced, and road materials and a locomotive have been landed. Although some people say that the energy displayed is but for the purpose of making remunerative terms for the promoters in case of a forced compromise with the British company that claims to hold the concession for the Chekiang railways, and although dissent has already broken out in the managing department over the giving-out of contracts, still there is little doubt that more is in it, as even a further extension to Kashung and from Kashung to Shanghai is under consideration. The effect on trade by these projected railways is hard to estimate; the splendid waterways of this province, badly neglected but easily repaired, should be equal to all demands for years to come. But, of course, the repairs, be they ever so little, must be done, as any lengthy drought such as has frequently occurred in former years would at present, practically, cut this port off from the outer world. While the main theme of the Commissioner's report on the trade of Hangchow last year is concerned with railways, a highly interesting dissertation on the opium traffic is given by the same writer. He observes that the opium trade shows a large decrease as compared with the figures for 1905. It is probable that a greater proportion of the drug used is native grown, though, according to reliable information, the eating and injecting of morphine has replaced smoking to a great extent. While the importation of foreign opium or even the extensive cultivation of the native drug can be checked, it is feared that there are far greater difficulties evolved in preventing the inflow of these even more pernicious pills, so easily smuggled into the country in small quantities. Imperial decrees ordering the giving up of the opium habit were promulgated during '95, and posters and exhortations were issued as well by the local authorities. Should, however, the opium smoker change his habit and satisfy his craving by the eating or injecting of morphine, the officials will be helpless in the matter as both are so much easier concealed than the smoking to which habit various cumbersome paraphernalia are necessary. While for 1905 a total falling off of 388 piculs of opium as compared with the imports in 1904, was recorded the decrease experienced during 1906 amounts to a further 496 piculs, of which, however, 242 piculs were made up again by the importation of that quantity of duty and likin paid opium cleared in Shanghai. The actual importations of the various kinds of opium during the year were: Benares, 89 piculs; Malwa, 1,471 piculs; and Patna, 41 piculs. On the whole, the report on the trade at Hangchow for the past year is not exactly exhilarating, but there is evidence that with increased facilities of communication and a moderate season, the port is likely to increase in importance and in the prosperity of the inhabitants of the district.

ON THE SUBJECT OF OPIUM.

(10th July.)

It is seldom that the office of Secretary of State for India comes with the glare of the limelight, for the simple reason that the holder is more of a revising authority than an originator, with the result that Secretaries for India have had their brief reign and departed without leaving the slightest trace of their existence. It has happened, however, that Mr. John Morley, the present Secretary, has had to face a series of circumstances which have brought India and his office into prominence, and given one who is more of a literary recluse than an ambitious statesman the opportunity of showing his calibre. Whether the people of England, or, indeed, anybody, without the confines of India, can form a just appreciation of the real meaning of the reform movement in that Empire, its objects and the character of its protagonists, is extremely doubtful, but it is unquestionable that so far as an Englishman can understand the situation and the general drift of popular opinion Mr. Morley has truly diagnosed the symptoms which work towards the unrest among the educated classes of Britain's greatest dependency. These matters are of no immediate concern to Hongkong, although their effects may eventually become palpable in trade—but one passage in Mr. Morley's speech with reference to the opium question is of direct and instant importance to this Colony, namely, the cultivation and exportation of Indian opium. After all, it is open to doubt whether the Imperial administrators have been quite as deluded regarding the intentions of China in the matter of restricting the use of opium, or blind to the difficult position in which such Colonies as Singapore and Hongkong will be placed when the opium prohibitive regulations have to be enforced, as was supposed. It is naturally well for a few well-meaning individuals to talk at large about the disastrous effects which result from the opium habit, but it is not always apparent that these representatives of Cecil Rhodes' phrase "uncurious rectitude" have done more than skin the surface of the problem. If vice and evil could be eradicated to-morrow it is safe to say that half the world and among that half, a great proportion of the allegedly vicious and evil ones, would combine to rid the

earth of its noxious features. But vice and evil can no more be dispelled by resolution of political righteousness than chronic deformities can be removed by the "bone doctor." Mr. Morley is a moralist and a practical politician, which is not also either a peculiar combination in an English Minister, and in his Budget speech his practical common-sense was made evident over his moral views. He stated that he had received an enormous number of letters from churches and others who were deeply interested in the "opium trade, and he paid a tribute to the sincerity of his correspondents; but he added a remark which must have given the "unco guld" pause for thought. He said: "They often use the expression 'righteousness before revenue.' Yes, but you must not satisfy your own righteousness at the expense of other people's revenue." Here was a shrewd thrust which by no means suited a certain section of the emancipators, and a valid member of the House jumped into the breach with the retort: "We are quite prepared to bear the expense of our righteousness." Well and good, but the dry rejoinder of Mr. Morley will be appreciated by those who are not led away by visionary schemes. He said: "I present that observation hopefully to the Chancellor of the Exchequer—well no; not very hopefully." Do these disinterested philanthropists of England propose to compensate the Crown Colonies of the Far East for the reduction in revenue which must inevitably be suffered as the result of their magnanimous legislation? If so, then there is no problem whatever to be solved, no ways and means to be devised, no crassulous estimates to be overhauled, no imposition of inordinate burdens to be mitigated. The way is clear and straight, and in spite of all that has been said and done in "Crown Colonies of the Far East" will be as they were. But, even so, do these babblers of faddistic tendency fancy that the opium trouble will be ended? Possibly they do, but as everyone with any experience of China will admit, they are liable to see their views suddenly shattered. Two millions sterling is a conservative estimate of the annual amount which will compensate for the loss of the opium trade in Singapore and Hongkong, and the British elector who is prepared to divert that sum from the Imperial exchequer for a questionable advantage must be either very thick-headed or generous by proxy. The opium question is by no means settled as yet either in India or in China, and despite all the efforts of the regenerators in England and America it will remain a problem for many days to come. We say nothing about the inclination of the people of China, the essential features of the opium trade in Hongkong as well as in Singapore, the impetus that will be given to smuggling, the necessity for the provision of a preventive service, the undue taxation of an overaxed population, in fine the absurdity of it all, but we leave it to the conscientious thinker whether the taste for opium among the Chinese can be determined before the arrival of the millennium.

U. S. PACIFIC FLEET.

(10th July.)

Concerning the U. S. Fleet in Far Eastern waters of which so much has been heard within the past couple weeks, there need be little cause for speculation over the contemplated manoeuvres which are about to take place under the command of Rear-Admiral Evans. In the minds of many American military experts the present excitement regarding the alleged increase of the navy in the Orient is regarded as rather peculiar in view of the recent orders affecting vessels in Philippine and Chinese and Japanese waters. As a matter of fact, in view of increasing the fleet here the number of vessels will be actually decreased by two and in armament to a very positive degree that can be worked out by any person with a mathematical turn of mind. We learn from the *Manilla Times* that the situation that presents itself, according to naval experts, is this: the armoured cruisers *West Virginia*, *Cleveland*, *Maryland* and *Pennsylvania*, the only formidable war vessels now in the Orient, have been ordered to San Francisco, and the armoured cruisers *Tennessee* and *Washington* have been ordered to the China station; the cruiser *Cincinnati*, now on duty in this section of the world, has been ordered home and the cruiser *Baltimore* which already gone home; the cruisers *Denver* and *Cleveland* are on their way here to take their places. So that it appears that four vessels of 13,685 tons displacement, one vessel of 4,413 tons and another of 3,213 tons, have been taken away from a fleet that is to be increased with the addition of two vessels of 14,000 tons and one vessel of 3,200 tons and another of 3,191 tons. In point of fact, therefore, the U. S. Navy in the Orient aggregates 26,955 tons displacement less; it loses sixteen 8"; fifty-six 6"; seventy-two 3"; and 43 three-pounder guns in its four armoured cruisers, having eight 10"; thirty-two 6"; forty-four 3"; and twenty-four 3" pounder guns. The armament of the protected cruiser *Cleveland* and *Denver* is about the same as that of the *Baltimore* and *Cleveland* although the former is much lighter with regard to her secondary battery and heavier in her main battery. It will be seen therefore, experts say, that instead of increasing the fleet it is actually being decreased by a very appreciable amount both in weight of vessels and of armament. Even if the *Cincinnati* is not sent home the difference will not be materially affected. The installation of the batteries at Subic Bay appears to be attracting considerable attention also, the experts contend, without reason. "In all Federal departments," according to our Manila contemporary, "public work will be found to take a decided spurt immediately after the beginning of the new fiscal year when new appropriations become available. The appropriations for certain forms of fortifications is made in a lump sum which runs very low toward the end of the fiscal year and only such work as is absolutely necessary can be done. When the new appropriations becomes a sizable work that has been delayed by lack of funds is rushed. Unlike the Philippine government appropriations are not 'continued' under the Federal government. Only money specifically appropriated can be spent. In some departments the head thereof cannot even buy a box of pins or rubber bands unless Congress specifically provides for the purchase thereof. This year is quite a bit of the fortification work in the Philippines was delayed by lack of funds and when the money became available July 1st the completion of this work was immediately begun. In addition to this certain of the Army officers who started in on the work at Subic Bay will shortly be returning to the United States and they want to see their work done before they leave. This is the explanation of the activity in Army and Navy circles which experts say actually explains."

A Peking letter states that H. E. Chow En, the retiring Viceroy of the Two Kwang provinces will probably be given a post in Peking as Vice-President in one of the Ministries. It is further stated that his Excellency has been telegraphed by Prince Ching to go up to the Capital without delay, and that Viceroy Yuan Shih-kai has strongly recommended Chow Fu to the Throne as one "well-acquainted with dealing with foreigners with whom he is a personal friend."

Telegrams.

"HONGKONG TELEGRAPH SERVICE."

"KING ALFRED'S" SOON WORLD'S RECORD IN GUNNERY.

BULL'S-EYES FROM THE HEAVY GUNS.

[From Our Own Correspondent.]

Shanghai, 8th June, 11 a.m.

H. M. S. King Alfred has made a world's record in gunnery at Wei-hai-wei.

Three six-inch guns in one minute fired off 88 rounds and 87 hits were scored.

Of these, 29 were bull's-eyes.

Two nine-inch guns fired off 19 rounds in two minutes and made 19 hits.

Fifteen were bull's-eyes.

CHINESE BOMB OUTRAGE.

ANTI-MONARCHICAL FANATICS DESIGN.

THREE OFFICERS KILLED.

[From Our Own Correspondent.]

Shanghai, 8th July, 1.15 p.m.

On Saturday, while His Excellency En-Shou was inspecting a review of the cadets of Anhui, an anti-Monarchist flung a bomb amongst a group of officers surrounding the Governor.

His Excellency escaped, but three officers were killed.

[His Excellency En-Shou, the Governor of Tai-ku, Shansi, is noted for his anti-monarchical and his app. intent was the subject of protest by the British and Foreign Ministers in 1906.—ED. H.K.T.]

ANTI-MONARCHICAL OUTRAGE.

GOVERNOR OF ANHUI AND THREE OFFICERS SHOT DEAD.

[From Our Own Correspondent.]

Shanghai, 9th July, 8 p.m.

The Governor of Anhui is dead. His assailant was Tao-tai Chu Shih-ling, who has since been decapitated. Under orders from Viceroy Tuan Fang many troops are being hurried to Ningkan.

FURTHER PARTICULARS.

Further particulars of the outrage directed against the Governor of Anhui are given by the Shanghai correspondent of the *Sheng Po*.

His Excellency was visiting the gendarmerie school with the object of viewing the cadets, on Saturday last, when the head teacher, Chu Shih-ling, produced a revolver and fired six shots at the Governor and his staff.

Four shots took effect. The Governor was mortally wounded and two weiyangs and a captain were killed on the spot.

His Excellency expired within a few hours.

The assassin was immediately arrested at the instance of H. E. Tuan Fang, and instructions regarding the punishment that should be meted out to him are awaited from Peking.

It is stated that Chu Shih-ling has long borne enmity against the Governor of Anhui and has made previous attempts to secure his end.

CANTON-HANKOW RAILWAY.

CHIEF OFFICIALS ELECTED.

A QUIET AND ORDERLY MEETING.

[From Our Own Correspondent.]

Shameen, 12th July, 12.20 p.m.

The extraordinary general meeting of shareholders convened for the purpose of electing the president and vice-president of the Yuen-han Railway Company has been held, and the proceedings passed off without disturbance.

Mr. Lo Ho-shun was elected president by 800 votes.

Mr. Wong Shiu-ping was elected vice-president by 200 votes.

THE CHARGE AGAINST A BANK COMPRADOR.

JUDGMENT ON APPEAL.

Judgment was delivered in the Osaka Appeal Court on 3rd inst. in the appeal of the procurator against the decision of the Koto Chiba Sanbansho, by which Pao I-chin, the late comprador in the Koto branch of the Chartered Bank of India, Australia and China, who was charged with embezzlement and fraud, was acquitted.

The Appeal Court quashed the decision of the lower court and sentenced the accused to imprisonment with labour for a term of one year. He is ordered to pay a fine of 700 and subsequently to be placed under police supervision for six months.

With every number a visible improvement in the character and conduct of the Shanghai *Saturday Evening Review*, is apparent. The latest issue to hand presents an excellent photograph of His Excellency Sun Yat-sen, taken on board ship, while the carriage of the *Yuen-han* is doing its Northern *Detour*. The admiral is admirable. One of the cartoon caricatures depicting the work done by the *Yuen-han* is as well-qualified as dealing with foreigners with whom he is a personal friend.

CANTON-HANKOW RAILWAY.

HONGKONG SHAREHOLDERS BARRED.

THE SECOND CALL.

[From Our Own Correspondent.]

Canton, 11th July.

Another meeting of the Canton-Hankow Railway Company was held yesterday afternoon at the Company's office. Mr. Ho Yang-teng was voted to the chair, and there were present several hundred shareholders.

The following questions were discussed: (1) Salary of the president and vice-president. (2) Collection of the second instalment of capital. (3) Opening of a bank in connection with the Company.

After much discussion on the several questions, resolutions were passed to the following effect: (1) That the salary of the president be fixed at \$1,000 per month, and that of the vice-president at \$600 per month. (2) That from the number of 6,079,365 shares as registered at Peking, the number of shares held by Chan Kang-yu and others, Hongkong merchants, be cancelled, and that these merchants shall henceforth be admitted into the Company as shareholders, and that the second instalment payable be fixed at 1.50 per share to be collected on a date to be fixed hereafter. (3) That a Railway Bank be opened under the name of the Kwangtung Bank, pursuant to the regulations already drawn up by Mr. Lau Shiu Chek.

MASS MEETING.

To-day the Acting Provincial Judge, Kung Sum-ian, and the two Magistrates of Namhoi and Panyu together with troops will be present at the Canton-Hankow Railway Company's office to superintend the mass meeting.

AN INFANT'S MORTGAGE.

AND AN APPEAL TO UPSET IT.

In the Original Jurisdiction Court, last Monday, before His Honour the Chief Justice presiding, Li Leung, an infant by Li Cheung Shi, of No. 27 Des Voeux Road, widow, his next friend, sued Tam Man Jing, an Jewess, living in Hongkong, for (1) a declaration that prior to the execution by the plaintiff of an indenture of mortgage dated 16th March, 1906, and made between the plaintiff on the one part, and defendant, on the other, registered at the Land Office by Memorial No. 39,435, is null and void, (2) delivery up of the said indenture of mortgage for cancellation, and (3) that the registration of the said indenture of mortgage in the Land Office, be expunged from the Register. Mr. D. V. Stevenson, of Messrs. Draper, Looker and Deacon, instructed Mr. M. W. Slade on behalf of the plaintiff, and Sir Henry Berkely, K.C., instructed by Mr. Otto Kong Sing, represented the defendant. Mr. V. Slade said the plaintiff is an infant and is suing by his next friend, Li Cheung Shi, a widow, residing at No. 20, Des Voeux Road. The defendant is a single woman residing in Hongkong.

For the defence it was stated that the plaintiff denied that plaintiff was an infant. The defendant denied that the plaintiff was born on the 9th February, 1886. The defendant admitted paragraphs two, four and five of the Statement of Claim, but says that prior to the execution by the plaintiff of the indenture in the said fourth paragraph mentioned, and prior to the advance to the plaintiff of the sum of \$3,000, the plaintiff expressly represented that he was of the age of 23 years by Chinese reckoning, and the defendant believed the express representation to be true and he acted on the faith of the truth thereof in making the said advance by way of loan, and is accepting the said mortgage as security for the repayment of the same. For a further defence the defendant said that the plaintiff is a subject of the Emperor of China, and is, as his next friend, and was at the time of the said advance, and the execution of the said mortgage, domiciled in Canton in the Dominions of the Emperor of China. The defendant said that by the law of China a person is of full age when he has attained the age of 16 years, and that the plaintiff, being at the time of the execution of the said mortgage domiciled in China as aforesaid and being above the age of 16 years had capacity to enter into the contract contained in the said mortgage, and that such mortgage was accordingly valid and cannot be set aside, and that the personal covenant therein contained for the repayment by the plaintiff of the sum of \$3,000, advanced as aforesaid, is valid and enforceable against the plaintiff. Evidence was heard, and the case continued.

CASE CONTINUED.

In Original jurisdiction last Wednesday, before His Honour the Chief Justice, the case was continued in which Li Leung, an infant, suing by his next friend, Li Chan Shi, sought to have a mortgage in favour of Tam Man Hong, a single woman, set aside and cancelled.

The defendant denied that the plaintiff was an infant.

The evidence for the plaintiff was then heard, and it was similar to that given in his case against Kam Man Jing.

Mr. V. Slade produced letters written by Mr. Reginald Hardinge, to Messrs. Wilkinson and Grist, stating that he had been instructed by them to withdraw the action, and paid the amount claimed, and argued that that was sufficient for withdrawal as it was necessary for a plaintiff to get the consent of the Court to withdraw, unless he wished to bring the case again later. By this the plaintiff admitted that he legally owed the money, and was willing to pay it.

SUBSIDIARY COINS.

THE VALUE OF CANTON TOKENS.

REDUCTION OF COLONY'S SUPPLY.

The following notification, dated 3rd inst., appears in the *Government Gazette* over the signature of the Colonial Secretary:

Whereas there is an excessive amount of Chinese coins at present in circulation within the Colony, and whereas residents may be deceived as to the value of these coins, it is hereby notified for public information that the proper market value of a nominal dollar's worth of so-called subsidiary coins minted at Canton, or other places in China is only about 80s. of the value of the standard coin of the Colony.

Thus ten of the Chinese ten-cent pieces are worth only about 8s. cents of the Mexican dollar.

Residents are therefore warned against accepting these foreign coins at more than the value stated unless they have previously agreed to do so.

The legal limit of tender of Hongkong subsidiary coins is \$1 nominal value in silver and \$1 in copper.

The public is also informed that whereas at present the Hongkong subsidiary coinage is at a discount in the market all such coins received in accordance with law by Government Departments is being retained and not reissued. It will from time to time be melted down and sold, so as to reduce the amount in circulation, of such coinage to that required by the necessities of business in the Colony.

Any person or company doing business in the Colony may, on application to the Colonial Secretary, or Registrar General, for Chinese firms, be furnished with copies of this notice for posting up on their premises.

DEAF AND DUMB CHAPPLUR.

COOLIE INJURED IN BONHAM ROAD BY AUTOMOBILE.

Probably few people in Hongkong know that the owner and chauffeur of the large automobile, which is so frequently seen about town, is both deaf and dumb. This fact was learned at the Police Court, last Monday, when Chu Pak Hok, the chauffeur, was arraigned before Mr. G. N. Orme, on a charge of recklessness driving and injuring a coolie. The idlers at the back of the Court were interested and amused when the deaf and dumb interpreter started to let the accused know what was happening. By some extraordinary contortions which apparently form part of the Chinese deaf and dumb alphabet, the interpreter managed to make the accused understand the charge. A plea of guilty was then entered.

On Saturday afternoon, defendant and a few friends were driving along Bonham Road in the car, at a very fast rate. Near the pumping station there is a rather sharp turning and the road at that point becomes narrower. Here, the police allege, accused swung round the bend, forgetting to sound his horn, and a coolie, who was walking along the road, was struck by the autocar, the wheels of which passed over his legs. He was sent to the Government Civil Hospital, and it is believed his leg is broken.

When it became known to his Worship that the accused could neither hear nor speak accused was asked whether he thought he was a safe person to take charge of a car. To this no answer was given.

His Worship—Tell him he had better not drive that car again. He will pay a fine of \$5, and I further order him to give the coolie \$5 as compensation.

UNREST IN CHINA.

SOME FORM OF ECONOMIC PRESSURE DOUBTLESS THE CAUSE.

Unquestionable things of great interest to the world are taking place in China and it is unfortunate that accurate information of what is occurring in that vast population is impossible of attainment. All we learn is from occasional brief dispatches to the effect that the "insurgents" have destroyed some mission or murdered some officials. As to how many insurgents are in the field, what kind of an organization they have, if any, what reforms or changes they propose, and how extensive the ramifications of the movement, we are almost wholly in the dark. There is all the more uncertainty because the Western mind seems wholly unable to understand the workings of the Oriental intellect and thereby translates these stories of continuous sporadic outbreaks into reasonable probabilities of national aspirations and the outlook for their attainment. And if there were on the ground a corps of the most capable observers and recorders that the Western press could furnish we should probably be little wiser than we are now. The West cannot understand the East. In fact we have far less comprehension of the Oriental than the Oriental seems to have of us.

But man as an animal is in essential respects much the same everywhere. If he has what he has been trained to desire, whatever discontent he has will make for progress and not tend to tumult. All men desire sufficient food of the kinds to which they are accustomed, clothing suitable to the climate and shelter in which they can be comfortable according to their ideals of comfort. If there is general unrest in the masses of a great population we may quite safely assume that they lack some of the essentials of animal life. The pressure of the dense population of China upon subsistence is so close that it is very safe indeed to assume, with respect to the general unrest among the masses of that empire, that the underlying cause is insufficient food and shelter.

What we do not know, and what it is of the utmost importance that we should know, is whether the discontent arises from lack of that to which the people have been accustomed or an awakening desire for higher standards of life. There must have been a time, long in the past, when intellectual and industrial activity in China was intense—probably more intense than elsewhere in the world. But for ages past the Chinese intellect has been dormant and China as a nation has stagnated. There have been recent indications that increasing contact with the West has acted as a stimulant to the Chinese intellect and imagination; that a continually increasing number of Chinese have come to a realising sense of the enormous power of that great population acting together, and that a widespread determination exists among the young and energetic Chinese to create and arouse a national spirit, shake off the lethargy and cause China to assert itself in the face of mankind as the most powerful nation of the world. There is plainly a growing feeling that China should be for the Chinese. There is also much evidence of an unwillingness to longer submit to Tartar domination. The movement for New China seems largely anti-dynastic, and with the passing of the reactionary Empress Dowager, which cannot be many years delayed, there are some who look for a tremendous upheaval in that empire. But we know very little about it.—*San Francisco Chronicle.*

THE GYMKHANA.

A SUCCESSFUL MEETING.

With the weather at its best, although a trifle warm, a large attendance, and a flying course, the third meeting of the Hongkong Gymkhana Club, which was held on Saturday last, at Happy Valley, proved an out and out success. Taking everything into consideration the racing as a whole was interesting and some very exciting dashes were the order of the day. But the Hurdle event proved nothing less than a farce. Four ponies started off in this race, to a good send-off, Beaufort (R. F. C. Master up) took the lead at once and negotiated the first hurdle in good style, the others coming up strong. Nearing the second hurdle, Master unecessarily applied his whip, Beaufort became flurried, struck the hurdle and rolled into the ditch, flinging his rider clear over his head. Master was not seriously hurt, however. Then followed a series of accidents. Brutus lost his seat on Sangüine and came off, being followed shortly afterwards by Roberts, who was riding Sirocco. Minnoch (Com. Western), some distance behind, walked home winner.

The last event of the day produced a popular win for H. E. Mr. F. H. May's Highland Heather (owner up). As Miss May led the winner into the enclosure the Jockey Club was loudly cheered.

For the second time in Hongkong the non-winning sweeps were held on Saturday. Conducted as they were by Mr. I. M. Madar and his capable staff of accountants and other assistants, the sweeps gave entire satisfaction to the sporting public. The steady growth of the amount of the prizes testifies to the popularity of the sweeps with the racing fraternity. With the success demonstrated at the last two gymkhana the Stewards of the Jockey Club should be satisfied that this popular form of lottery has "taken on" and they would do well to sanction the sweeps as a regular institution at the annual meeting in February.

The result of the different races is appended:

ONE MILE FLAT RACE—Handicap—for subscription griffins of this season 1906-07. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5, 1st prize: A cup presented by C. H. Ross, Esq. and prize: \$25. (Entrance fees to go to winner.)

Mr. Relaison's Beaufort, 1st 6lb. (Owner) 1
Mr. Godfrey Master's Drynos, 1st 6lb. (Mr. Daniel) 0
Mr. M. W. Slade's Zapata, 1st 6lb. (Owner) 0
Mr. T. C. Vernon's Quicksand, 1st 6lb. (Owner) 0
Mr. Sherlock's Dublin, 1st 6lb. (Mr. Logan) 0
H. H. Ward Mac, 1st 6lb. (Mr. Morrison) 0
Time—1.48 3/4
Parimutuel—\$15.20.
Sweeps—\$10.30; 2nd \$14.80; 3rd \$72.90

ONE MILE FLAT RACE—QUATER RACE—Handicap—for all China ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5, 1st prize: A cup presented by J. R. M. Smith, Esq. and prize: \$25. (Entrance fees to go to winner.)

Mr. Relaison's Beaufort, 1st 6lb. (Owner) 1
Mr. Godfrey Master's Drynos, 1st 6lb. (Mr. Dupree) 0
Mr. Medicos' Nigel, 1st 13lb. (Mr. G. C. G. Master) 3
Messrs. T. F. Hough & R. Shawan's Pride of Cadzow, 1st 6lb. (Mr. Brutton) 0
Mr. A. Morley's Southdown, 1st 6lb. (Owner) 0
Mr. Outlaw's Robin Hood (late A. Usual), 1st 6lb. (Mr. Roberts) 0
Time—2.49 4/5.
Parimutuel—\$17.70.
Sweeps—\$1.84; 2nd \$126; 3rd \$63.

MOTOR CARS FOR CHINA.

A HINT TO THE ENTERPRISING.

Consul Wilbur T. Gracey, writing from Tsingtao, states that there appears to be an excellent opportunity for the introduction of automobiles into the colony of Kiaochow. His report reads:

"There are at present only one American and two German machines in this city, but there is no reason why automobiles could not be used here to a large extent. The roads throughout the colony are excellent, being made through solid rock in many places and all well macadamised. They run for a distance of 30 or 40 miles into the surrounding country, and with the gradual slope of the hills, about 15 to 20 degrees, would be excellent for automobiles."

"I believe that a cheap grade of automobiles could be introduced here for general use. They must be made to compete with the carriages which are now in use. Ponies can be purchased here for about \$40 to \$50 each, are used in pairs, and can be kept at about \$7 per month for feed and \$7 for a harness. Carriages are either open victorias, closed broughams or dog carts and cost, respectively, about \$350, \$450 and \$500. Small automobiles which are good hill climbers might be introduced if they could be supplied at a low price. Gasoline can be purchased at about 10 cents per gallon, and arrangements could be made for a lower price if there was a call for larger quantities."

"The best way to introduce automobiles would be to ship a small number to some local firm to be sold on commission. It would be difficult to introduce machines here through catalogues. If the automobile manufacturers in the United States will forward copies of their catalogues to this consulate the office will retain one copy, and pass the others to parties who may be interested."

"In quoting prices the machine should be given complete, with lamp and all necessary adjuncts. Some of the German firms quote their goods, not only complete in every detail, but including extra parts which are liable to wear quickly, such as tires, etc. It must be remembered that American machines must compete with low priced German goods. There are a good number of motor cycles in use in this city, and there would undoubtedly be a good sale for cheap machines of this kind. In both automobiles and motor cycles one of the most important points to be considered is that the purchaser is three months distant from the United States, and in the event of the breaking of any part of his machine it will be laid up for several months before he can secure new parts. Simplicity of construction is therefore important. Some local dealers should be well supplied with extra parts."

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"Mr. Calthrop: If he finds cigars and cigarettes about the house what does he do with them?"

"Witness: He puts them in his pocket and smokes them when he feels inclined."

"Mr. Calthrop: And when he gets hold of a bottle of wine?—He drinks it. (Laughter.)

"Mr. Calthrop: With what result?—He gets very drunk. (Laughter.)

"Continuing witness said that one day lately when it was raining heavily, Ki took a number of cushions into the yard and lay down in the rain and had to be dragged into the house."

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FRENCH NATIONAL HOLIDAY.

PROPOSED CELEBRATIONS AT CANTON.

11th inst.

Just as the 4th of July is the great American festival so the 14th July is the Frenchman's opportunity for his innate love of enjoyment. This year the French community in Hongkong is to disport itself in the Shamian and in order to allow Hongkong residents an opportunity of witnessing the celebrations at Shamian of the French National Fete, a picnic is being organised on board the s.s. *Pure Beau*. The vessel will leave Hongkong on Saturday first at 11 p.m., from the Wing Lok Street wharf, and will arrive again for Hongkong about midnight. The project which is organised at the request of the committee of the Fete at Shamian, gives residents in Hongkong an opportunity of visiting the City, and also of taking part in the afternoon festivals, as well as to see the display of fireworks in the evening in front of the French Concession. The programme is as follows:—Samedi soir—from 5 to 7, musique au jardin français; from 9.30 to 11.30, grand concert. Dimanche:—Salves d'artillerie 8.20 a.m., concours réguis au marin français; II a.m. to 1 p.m., réception au Consulat de France à bord du s.s. *Pure Beau*; 4 p.m., sports au concours entre les équipages des navires de guerre, Anglaise, Allemandes, Américaines et Françaises; de 5 p.m. to 6 p.m., musique durant les exercices, etc., etc., illumination de la Concession Française et à 9.30 grande fanfare d'artillerie.

BELIN ASBESTOS EASTERN AGENCY, LIMITED.

The twelfth annual report states:—The business has continued to make satisfactory progress, the profit, inclusive of the amount brought forward from previous years, showing a credit balance of £1,040 3s. 8d. The directors recommend that this amount be allocated as follows:—To set aside £48 8s. 3d. to "Reserve" for bad and doubtful debts and depreciation on stock, &c., to write £60 off "Purchase of Trading Rights," to pay a dividend of 1 per cent. for the year, free of income-tax, absorbing £480 less, and to carry forward £6 8s. 5d. to the next account; the sum carried includes provision for payment on June 1st of the sum of £500 off the debenture, in terms of the bond.

SOUTH CHINA DISTURBANCES.

LONDON COMMENTS.

Mr. F. A. McKenzie, whose recently published book "The Unveiled East," has attracted some attention, has been expressing his opinions in a contemporary as to the present unrest in China. He takes the view, which we expressed in our last issue, says the *London & China Express*, that the situation affords good occasion for watchfulness, but none for acute alarm. The rebellion in the Southern Provinces, which has now reached so serious a stage, is only one of several symptoms of grave disturbances that have made their appearance during the past half-year. The Revolutionary Party, which aims at overthrowing the present Manchu ruling family and putting a purely Chinese Emperor on the throne, has recently shown renewed life. There has been also a recrudescence of the activity of the secret societies. The primary cause of the present rising in Kwangtung and Kwangsi is purely economic. As all the world knows, Central China has been suffering from severe famine. Many thousands of people have died and are dying from absolute starvation. This famine has naturally affected the price of food in the south. In addition, heavy floods last year swept a considerable part of the southern rice crop away, and there has been a drought recently which made the transit of food supplies along the waterways slow and costly. The peasantry of the Two Kwangs have felt the pinch of hunger. They are, as is well known, a turbulent and somewhat passionate people, men from whom the river pirates of the south are recruited, and from whose country rebellion after rebellion has started in the past. They are not of the kind that calmly endure want. The Chinese Government is paternal, and if the people lack food the authorities are expected to provide it for them.

In some further observations Mr. McKenzie is of opinion that while the marked absence of anti-foreign feeling has been a notable factor so far, it would be too much to say that foreigners are in no danger. China, says Mr. McKenzie, believes, rightly or wrongly, that the German Foreign Office desires an opportunity for national assertion in the Far East. The memory of Shantung is burnt into Chinese brains, and there is nothing the responsible officials are more anxious to avoid than the repetition of a massacre which gave excuse for German action there. Since the Boxer movement in 1900, it has been the tendency of European observers to regard spasmodic uprisings in China too seriously, and to attribute to them too wide a meaning. Thus at the beginning of 1906 numbers of Europeans throughout China were convinced that the Empire was then on the eve of serious anti-foreign troubles. But while this may make us wary of hastily taking an alarmist view, it would be folly, remarks Mr. McKenzie, to deny the fact that the present rising is graver than anything the Empire has seen since the momentous days of 1900. The ferment caused by the Reform Movement, the revolutionary ideas carefully fostered by the great army of fourteen thousand youths studying last year in Japan, and the changing economic conditions brought about by the partial introduction of Western civilisation, are all making themselves felt. A few more victories by the rebels, such as they have already gained in several places against the Imperial troops, will enormously increase their numbers. The Revolutionary Party, their natural ally, has arms, money, and organisation. In Mr. McKenzie's opinion, if the anti-dynastic revolutionaries and the peasant rebels work together, the situation will at once take a more sinister aspect.

BANGKOK PADDY CROP.

People in Bangkok, especially traders in rice, looking forward to a bumper crop this year, as the rains began in good time and are not excessive. Evidently, this is not the case all over Siam. A headman of a village in the Anthong district says that there had been too much rain and water in some parts of the country. The superfluity of water kills the young paddy shoots, where the land is low. It is not perhaps well known that after the seeds are sown and before transplantation, the water rises in the fields and the paddy crop keeps pace with the rise in water, always holding its head above the level of water. But the paddy plant should not be too young, or else it will be killed by being submerged in water. We hear that this is the case in many places, and a little more of rain or any further influx of water at the present time will shatter the fond hopes of a bumper crop.—*Siam Observer*.

HARBOUR COLLISION.

COURT OF INQUIRY.

At the Harbour Office, last Monday afternoon, Commander Basil R. H. Taylor, R.N., Harbour Master and Marine Magistrate, held an inquiry into the circumstances touching the collision between the launch *Fook On* and the River Steamer *Heungshan*, at 11.30 p.m. on the 28th June, while the *Fook On* was back ing out from Hillier Street wharf. With Commander Taylor, sitting as a Marine Court, were Lieut. Henry Butterworth, R.M., H.M.S. *Tamar*, Edward Beetham, master of the s.s. *Empress of India*, Alfred Stoker, master of the *Woolwich*, and Henry W. Walker, master of the s.s. *Kwong Yung*. The note convening the Court was read and the letter of Captain R. Dowsett, master of the s.s. *Heungshan* asking for an inquiry.

The inquiry into the collision between the s.s. *Heungshan* and the steam launch *Fook On* was concluded last Wednesday afternoon before the Marine Court, the members of which were Commander Basil R. H. Taylor, R.N., (President), Lieutenant H. Butterworth, R.M., H.M.S. *Tamar*, Captain E. Beetham, s.s. *Empress of India*, Captain A. Stoker, s.s. *Woolwich*, and Captain H. W. Walker of the s.s. *Kwong Yung*. The engineer of the launch *Fook On* said he was in the engine room at the time of the collision. On leaving the pier the launch went astern with her engines for about one minute. Then the coxswain shouted to him to go ahead, which he did. Li Muk was the man who told him to go ahead. After going ahead for three or four seconds the *Heungshan* struck the launch. The witness climbed up on to the steamer. He saw the coxswain in the water, and noticed a passing sampan pick him up.

Sergeant Jackson, who was in charge of No. 7 Police launch, said he arrived just after the collision and picked up one man out of the water, the remainder were picked up by a sampan. Afterwards witness took these four men aboard the *Heungshan*. They were all wet.

The Court found that a panic occurred on board *Fook On* which was intensified by the breaking of the bell-wire. That, in consequence, everyone on board the launch left their stations, and no steps were taken to avoid collision. They considered it would have been more satisfactory if more accurate note had been taken in the engine room of the *Heungshan* at the times at which the several signals on the telegraph were made. They held that the officers of the *Heungshan* were acquitted from all blame, and that the coxswain of the *Fook On* was guilty of an error of judgment.

JAPANESE QUESTION IN AMERICA.

ANOTHER STATEMENT BY COUNT OKUMA.

Count Okuma is to the fore again on the Japanese question in America. "Lately," says the Count, "I have answered an inquiry made by the *New York World* as to my views on the question, and I have also had occasion to express my opinion on the question to my fellow countrymen. It is a wonder that there are still some people who regard this question as a mere trifles, and exert themselves to divert public attention from the matter and to suppress the rise of public opinion against the United States."

"The question is not of such a simple character that merely the Japanese in the United States have been menaced by rowdies forming a small section of the American nation. The matter is of such a grave nature that it involves the question of the national prestige and the rights of Japan." Count Okuma points out that the question and I have also had occasion to express my opinion on the question to my fellow countrymen. It is a wonder that there are still some people who regard this question as a mere trifles, and exert themselves to divert public attention from the matter and to suppress the rise of public opinion against the United States."

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"HAICHANGS" ENGINEER DROWNED.**UNFORTUNATE ACCIDENT AT SWATOW.**

[From Our Own Correspondent.]

Swatow, 8th July.
A sad accident happened here on the night of the 2nd inst. which resulted in the death of Mr. McNair, Chief Engineer of the s.s. *Haichang*.

It appears the deceased was coming on board about 10 p.m., when, owing to the ill-lit state of the jetty, he missed his footing and fell into the water. The accident was noticed by a coolie, who reported the matter when all hope of rescue had passed. The body has since been recovered and buried, the funeral being largely attended.

UNDERTAKERS AND MARRIAGE CEREMONIES.**A CHINESE SUPERSTITION.**

Wong Kam Tsun, an undertaker, residing at No. 21 Aplicau, was charged before Mr. A. Harcourt, at the Police Court, on the 10th inst., with obtaining forty cents from Cheung Ngan Pao, at Aberdeen, on the 6th inst., under false pretences.

Mr. O. D. Thomson appeared for the defendant, who pleaded not guilty.

Inspector Dymond, who prosecuted, said that the complainant was the master of a marriage boat. The Chinese, he went on by way of explanation, are superstitious people and they consider it bad luck to have an undertaker present on one of these marriage boats while a marriage ceremony is in progress. For some time past, continued the inspector, a number of undertakers or their folk have constantly boarded these boats while a marriage ceremony was on and refused to leave until they were paid to do so.

The complainant stated that at one o'clock on the afternoon of the 6th instant the accused came on board his boat. At the time a marriage was taking place. When asked what he wanted on board defendant stated that he came to collect forty cents for "qua chi" (melon seeds). Witness handed the accused the money.

His Worship—There is no "false pretences" in that.

Inspector Dymond attempted to get further information from the complainant, but it was useless. The witness was handed a printed form and he was asked if he recognised it. This piece of paper was what accused was alleged to have handed to the complainant, saying it came from the Registrar-General. Witness complained of his bad eyes and stated that he had never seen the paper before.

Inspector Dymond observed that the complainant was keeping back certain things from the Court. He was very communicative when accused, was arrested, he refused to say any more when he heard that the man was going to be charged. In fact, the inspector concluded, he objected to having accused charged.

His Worship said there was an evidence given that would warrant a conviction. He termed the complainant a "bold" witness, and discharged the accused with a caution.

INDO-CHINA STEAM NAVIGATION COMPANY.**ANNUAL REPORT.**

The directors of the Indo-China Steam Navigation Company, Limited, report that the adverse conditions of trade mentioned in the last report unfortunately continued in an accentuated form during 1906, and the superabundance of tonnage on the coast caused low rates of freight throughout the year, the relief by homeward clearances being slow in reducing competition. There has since, however, been considerable reduction in shipping by diversion elsewhere, and a return to more normal conditions is now taking place, as it did when over-supply after the China-Japanese War, 1895, required time for dispersion. A typhoon of exceptional violence swept over Hongkong in September, causing extensive damage to shipping and property; but the steamers of the company, fortunately, escaped with but little injury; indeed, during the year no serious casualty has occurred, and the underverting account has the substantial balance of £270,000 at its credit. The directors, notwithstanding the difficulties of the year, have again allocated a very large sum to the depreciation of the fleet (£72,833), which has been provided by the transfers from exchange and underwriting accounts and from the general reserve fund, and after meeting all expenses for the year, there remains a balance of £6,000, out of which the directors recommend a dividend of 2½ per cent., carrying forward £3,694 to 1907. The *Luoyang Wo*, a steamer constructed by the Hongkong and Whampoa Dock Company for the company's Yangtze service, has been added to the fleet, and since the closing of the accounts for the year 1906 the small steamer *Columbus* has been sold. The articles of association have been revised, and the capital, formerly represented by £10 shares, has been divided into equal moieties represented by preferred ordinary shares, which carry a cumulative dividend of 6 per cent., and deferred ordinary shares. The directors propose shortly to make an issue of debentures, in order that the indebtedness of the company may be consolidated. Particulars will be sent to shareholders and an opportunity afforded them of participating in the issue.

WATER POLO.**V.R.C. v. R.H.K.Y.C.**

The first Water Polo match was played last Tuesday afternoon at the V.R.C. enclosure, before a very large gathering of spectators. The teams were: V.R.C.—H. A. Lammett (Capt.), A. V. Barros; J. M. Roza Pereira, L. Le Breton, F. de Rosa, J. M. Lopes and J. W. Bain; R. H. K. Y.C.—F. A. Biden (Capt.), R. H. Beattie, G. C. Franklin, H. W. Lester, J. W. Wishart, E. W. Carpenter and Linton. The Royal Hongkong Yacht Club men seemed to have had the game pretty well to themselves and Franklin had very little trouble in scoring the first goal just before the whistle went for half time. After play was resumed Pereira was not long in equalising for the V.R.C. and the game ended in a draw. For the V.R.C., Lammett, Barros and Pereira played an excellent game, but the remainder of the team made a rather poor show.

The Yacht Club team seemed to have improved considerably and stand very good chance of carrying off the shield this year.

V.R.C. v. 87TH CO. R.G.A.

Another friendly match was played last Wednesday afternoon at the V.R.C. enclosure, which resulted in a win for the V.R.C. by 3 goals to one. The first half was a very hard and fast one, and the first goal was scored by Gunner Fullwin for the 87th Co. R.G.A. During the first half the V.R.C. men had many good tries, but could not succeed in getting the ball in. But in the second half, the V.R.C. men played very well, and managed to score three goals, all to the credit of N. H. Alves. The V.R.C. team were as follows:—L. E. Lammett (Capt.), F. K. Tait, O. R. Chyunji, P. M. Ramond, A. J. V. Ribeiro, N. H. Alves and Bayar.

DEATH OF MR. J. M. BASA.**A PROMINENT FILIPINO LEADER.**

10th Inst.

The death occurred at his residence, 7 Semedios Terrace, to-day, of Mr. Jose Maria Basa, one of the best known members of the Filipino community in Hongkong. Mr. Basa had been sailing for some time and passed away at the age of 71 years. In his youth Mr. Basa was a staunch adherent of the independence movement, which had for its object the overthrowing of the Spanish Government in the Philippines and some thirty years ago was banished. He came to Hongkong and began business as a merchant, in which he proved very successful. At the same time he was always identified with the aspirations of the Filipino party and was the head of the Junta de Hongkong, being, moreover, entitled to that honour among his compatriots as the "Father" of the Filipinos in the Colony. Mr. Basa was a familiar figure in local circles and was highly respected. He leaves two sons and five daughters to mourn his loss. The funeral takes place at 7.30 to-morrow morning from his residence to Happy Valley.

WHAT ABOUT THE S.S. "NATHERTON" TON'S?

Mr. Thos. Buchanan, chief engineer of the s.s. *Tinhuu*, writes in the *Singapore Free Press* of 4th inst.—I take the liberty of addressing this article to you, which possibly may find a place in your instructive and influential paper. I have overheard gentlemen of importance connected with this settlement asking one another what is to become of the *Nutherford*. The question was generally answered as, "Well, I reckon she will be broken up for what she can return in dollars." Still the mechanical plant is good and perhaps a buyer could be found for it. Personally I have an idea and I trust it conveys at least with it a little horse-sense. Having examined the *Nutherford* I recognise the weakness of the forward section of the hull; no doubt this part is greatly supported by modern flat bottom and nature's buoyancy. Now I do not for a minute consider the *Nutherford* capable of ploughing the ocean again (unless of course an enormous sum of money were expended) but I believe she could be turned to a good purpose as she stands. My geography of this settlement is not very extensive, and as I am only about one year in China principally around Hongkong and Shanghai, there may be unknown to me some growing place around here that could be doing with an electrical power station. As the marine type of engine is greatly used in this work both in Britain and U.S. then one has the plant all ready, when the propeller shaft is disconnected, and dynamo hooked on, there is no rental to pay and no duty, your power house is there and on the high seas. Again by an ingenious method which I prefer to reserve from this letter, I believe the forward section of the vessel to be capable of supporting weight, and could be connected into ice or storage depository, mechanical and refrigerating effect being also a supplement from main engines. There are so many points connected with those ideas which I have vaguely mentioned here that it would take no longer time than I can at present afford to write out. However, as these ideas are already made known by myself to the firm of Messrs. Huttonbach & Bros, they are in a manner now publicly our property, yet they did not interest the firm mentioned. Trusting this may be an inspiration to others to possibly better my ideas, for it appears to me a pity to have to break up what is practically new ship, and thanking you in anticipation.

INDO-JAPANESE TRADE.**VIEWS OF MR. MORITA.**

Mr. Morita, Director of the Commercial and Industrial Bureau in the Department of Agriculture and Commerce, spent a few days in Osaka on his way to India for the inspection of the condition of trade there. On 27th ult. Mr. Morita delivered a speech at the Osaka Chamber of Commerce, taking for his subject the trade of India.

The growth of trade between Japan and India, said Mr. Morita, would depend upon Osaka. It was for this reason that he had devoted a few days to spend in Osaka on his way to India to hear the views and plans of Osaka business-men on the question. A few years ago, continued the speaker, investigations were made into the trade between Japan and India, and the result was astonishing. He pointed out that there was constant steamship communication between the two countries, and drafts could be freely drawn through the Specie Bank. The population of India was 300,000,000, most of whom were farmers, and looked for their supply of manufactured goods to other countries. The annual exports and imports amounted to Yen 50,000,000, of which sum Yen 50,000,000 represented imports. It was surprising that with so great an advantage of close communication Japan supplied only one per cent. of the imports. Of the remainder Great Britain supplied 64 per cent., Belgium 4 per cent., Russia and Australia each between 2 and 3 per cent.

Mr. Morita asked the reason that such a small trade was done by Japanese with India when she had such an advantageous position. It was not due to the lack of supply of articles which were wanted by the Indian people. Japan was abundantly producing such articles. There must be some special cause which was responsible for the slow development of the trade, and he was going to India for the purpose of finding out the hidden obstacles.

Turning to exports from India, which annually amounted to Yen 1,000,000,000, Mr. Morita remarked that Great Britain took 27 per cent., China 11 per cent., Germany 9 per cent., the United States and France each 6 per cent., and Japan 5 per cent. Japan was producing articles suitable for the needs of the Indian people, and yet Japan was buying from India almost double the quantity she was selling. Knitted goods, which were largely produced in Osaka, formed the principal line of Indian imports. The annual value of articles under this heading imported into India was about Yen 50,000,000, and Japan was buying glass-ware to the value of Yen 50,000,000, but Japan was selling not more than Yen 10,000,000. The value of matches imported was about Yen 4,000,000, but Japan was selling to India only Yen 800,000 worth.

In conclusion, Mr. Morita stated that *kokaku* (silk fabric) which at first formed an important line of export, was replaced by cheaper figured *silk*. He found the loss of the market of *kokaku* was due to unprincipled tactics of certain Indian merchants of Yokohama. Entrapped, by their methods, Japanese dealers started competing among themselves, with the usual result of deterioration of quality. The Indian people could afford to buy *kokaku*, but Japanese merchants supplied them with cheaper or coarser figured *silk*, and were thus attempting to kill the taste of the Indian people for finer silk.

But in the second half, the V.R.C. men played very well, and managed to score three goals, all to the credit of N. H. Alves. The V.R.C. team were as follows:—L. E. Lammett (Capt.), F. K. Tait, O. R. Chyunji, P. M. Ramond, A. J. V. Ribeiro, N. H. Alves and Bayar.

KAUB AUSTRALIAN G. M. CO.

General Manager's report for 4 weeks ending June 15th, 1907.

The mine measurements and assay results of prospecting work shows a total of 481 ft. for the period (4 weeks) under review: made up of 102 ft. sinking, 14 ft. driving, and 336 ft. crossing, as against 496 ft. for the previous four weeks.

MINES.

Bukit Komian.—The Main Shaft has been sunk 17 ft. making a total depth of 54 ft. below the 440 ft. Level.

Drive South.—This has been advanced 6 ft. making a total of 262 ft. The lode 47 in. wide gives an average value of 64 dwt.

440 ft. Level.—Drive North.—This has been driven 11 ft. bringing the total to 262 ft. The lode 48 in. wide assays 54 dwt.

440 ft. Level North.—Drive South or Footwall portion.—This end has been extended from 15 ft. to 44 ft.

The lode 57 in. wide assays 54 dwt.

From the N. 1 Winze between the 340 ft. and the 440 ft. levels north, a drive at about 30 ft. above the 440 ft. level has been taken south 4 ft. This is to leave a piece of poor ground as a support to the winze.

340 ft. Level North.—Drive on Hanging Wall Branch.—To this has been added 9 ft. making a total of 349 ft. The lode 48 in. wide assays 64 dwt.

340 ft. Level North.—Crosscut East.—This has been taken from 14 ft. to 28 ft. and has passed through the East lode, which, at this point for a width of 36 in. assays 34 dwt. Preparations are now being made to sink a winze to connect with the 440 ft. level.

340 ft. Level South.—No. 2 Winze.—This has been sunk 2 ft. making the total depth of 52 ft. The presence of bad air has prevented us from making any headway with this work.

240 ft. Level North.—Drive on Branch from Stope.—This has been driven 12 ft. making the total distance driven 90 ft. The lode 67 in. wide assays 54 dwt.

A winze has been started at about 75 ft. along the drive to connect with the 240 ft. level, through which we intend to pass the better stone now standing in the back.

Crosscutting for stope filling—142 ft.

Stopes.—The following have been in operation:

Above the 440 ft. level: 2 stopes. Lode 86 in. wide, worth 4 dwt.

Above the 340 ft. level: 2 stopes. Lode 78 in. wide, worth 4 dwt.

Above the 240 ft. level: 2 stopes. Lode 90 in. wide, worth 3 dwt.

STOPES MINE.

50 ft. Level.—Drive South.—Here 14 ft. has been driven making a total of 381 ft. The lode 86 in. wide gives an assay value of 10 dwt per ton.

160 ft. Level.—Drive North.—This has been extended from 69 ft. to 85 ft.

160 ft. Level.—Drive North on East Lode.—This has been advanced 12 ft. making a total of 68 ft.

68 ft. Level.—Drive South.—To this has been added 11 ft. making a total of 47 ft. The lode 46 in. wide assays 181 dwt.

Crosscut West of Shaft 60 ft. Level.—This has been taken from 42 ft. to 46 ft.

3 ft. Winze from Surface.—This has been deepened 10 ft. bringing the total depth to 83 ft. The water has greatly handicapped the work and operations are suspended whilst a boiler and steam pump are being put to work.

Crosscutting for stope filling—38 ft.

Stopes.—Above the 160 ft. level: 1 stope. Lode 60 in. wide, worth 84 dwt.

Above the 60 ft. level: 1 stope. Lode 60 in. wide, worth 4 dwt.

BT. MALACCA.

A winze has been sunk in Malacca hill 66 ft. We intend from this to Crosscut East to get under some of the old shallow workings to further explore the lode on this section.

Some 6 ft. of surface prospecting has been done on Bukit Stengah.

Stopes.—Below the No. 1 Level: 2 stopes. Lode 69 in. wide, worth 104 dwt. From here 156 tons have been broken and sent to the mill.

Plant and Machinery.—The Grit Mill at the Cankide works is in full work.

The small tonnage crushed is accounted for by a breakdown in the mill transformer station and on the transmission line, this also delayed progress in the mine work.

MILLING RETURNS.

Period of work: 28 days, less lost time 27 days for repairs to electrical machinery and cleaning.

Ore Milled.—Koman 1,805.

Stopes 857. Total 2,752 tons.

Amalgam collected 1,704 tons, producing Retorted gold 666 dwt, producing Smelted gold 60,537 ozs.

Average yield per ton 1.97 dwt.

Average value of tailings 0.74 dwt.

BT. MALACCA.

No. 1 Mill ran 24 days (crushing 1,867 tons

surface ore and 156 "

" tons mine ore.

Total tons 2,013.

Amalgam collected 524 ozs, producing Retorted gold 204 ozs, producing Smelted gold 200 ozs.

Average yield per ton 1.97 dwt.

Total tons crushed 4,775.

Amalgam collected 2,228 ozs.

Smelted gold 805,535 ozs.

Average yield per ton 3.35 dwt.</

11th July.

THE PIRATED "KEE CHONG."
The ss. *Kee Chong*, which was pirated the other day whilst coming to Canton from Chantou, was considerably damaged by the pirates. She has gone into dock for repairs.

ELECTRIC ALARMS.

The electric alarms of the Police Department have now been completed in the different shops and residences in Tai Po and the Police authorities are now collecting the cost of the bell and installation which amounts to seventy cents per shop.

RECALL OF IMPERIAL CLAMBERS.

A report in afloat that the Throne has given orders that all members of the Imperial clan, who are at present holding offices in the different provinces throughout the Empire, are to be once returned to the Capital.

REDUCING COST OF LIVING.

H.E. Acting Viceroy Wu, seeing that the price of all commodities of daily necessity is at present high owing to the exaction of certain taxes on most articles, has written to Acting Provincial Judge, the Shan Hua Chu and the Linlin Bureau ordering these officials to make inquiries into the taxes with a view of having some of them abolished.

POLICE ORGANISATION.

In accordance with instructions from the Central Government, the Acting Viceroy has ordered the Provincial Judge to ascertain the number of Police Forces that have been organised in the different districts and to abolish all the old guards, a d to organise Police Forces in their stead, in those districts in which police departments have not yet been established.

TELEPHONE SERVICE.

A short time ago the C. M. S. N. Co. filed a complaint against the Canton Telephone operators for neglect of duty in receiving "orders," and now another firm in Shewa Mun Tai Street, has lodged a similar complaint with the authorities of the Bureau.

ANTIMONY MINES.

The output from the antimony mines in the Kuk Kong District for the first four months of this year is put at 25,000 catties.

INDEMNITY PAYMENT.

The Kwangtung authorities have remitted to Peking the share of this province towards the Indemnity Fund for the first half year of the current year.

SALT BRIGOLING.

H.E. Acting Viceroy Wu has instructed the Salt Commissioner to furnish him with a monthly return, from the first moon of the present year, of the salt sold to the different monopolies throughout the province, salt in hand, etc., so as to prevent salt smuggling which is supposed to be carried on on a large scale.

PRICE OF RICE.

The rice inspector of the Cheap Rice Disposal Bureau has reported that since the receipt of the wire stating that the prohibition of the exportation of rice from Kwangsi would be removed by the 1st day of the 6th moon, the price of rice has fallen perceptibly, thus showing how much Kwangtung depends on its sister province for the supply of this daily commodity.

A telegram received from Annam by the Canton Rice Disposal Office states that the *Kum Ling* left that place with 30,000 bags of rice for Canton on the 10th instant.

THE CURRENCY QUESTION IN INDO-CHINA.

The section of the Paris press devoted to colonial interests is renewing the question of the fixation of the dollar in Indo-China. We (*L'Avant du Temps*) wish briefly to show the difficulties which must be faced in the attempt to solve this knotty problem. Cau Wo is the Far East with a silver currency conveniently regulate our account with the nations that have adopted a gold standard. In other words, money, or to speak more strictly, the value of silver is constantly fluctuating and officials and set less frequently suffer heavily by exchange when silver is depreciated. Our local budgets also, computed in francs and dollars, are better with the very great at difficulties.

The commission appointed in 1902 to study the monetary situation in Indo-China definitely decided in favour of establishing the Indo-Chinese budget in francs. This, however, was but a partial solution of the question, as although it would have protected the budgets against the fluctuation of the dollar, the monetary system of the country would have been left unchanged. As a matter of fact, the creditors of the Administration might have suddenly shifted to the caprices of exchange, but the taxpayers, constantly penalised by its fluctuation, must have regarded the partial remedy with great disfavour. Despite these difficulties, however, and the additional burden of complicating our books, which would follow the framing of the budget on the basis of the franc, it will, in our opinion, still be the best expedient that could be adopted.

On the other hand, it is proposed that we should follow the example of other countries in the East, such as Japan and India. In regard to the former, it has to be noted that the financial situation is not like that of Indo-China. If Japan had adopted a gold standard, it would have been due solely to the fact that she had received a large indemnity from China. We could not reckon upon such a possibility. As to India, we have already shown in an article which was published in this paper some months ago, the sacrifices India had to make, the demobilisation of a large accumulation of rupas, suspension of the coining of silver, and the establishment of a large reserve of gold to maintain its exchange at a fixed rate. Also it must be confessed, the fixation of the rupee has not yielded all the results that were anticipated, and was the cause of a commercial crisis in several of the most important towns of India.

For ourselves who do not benefit by the economic situation of Indo-China, the solution of the problem is much more complex. To fix the dollar seems a simple affair, but it means giving to a coin which in the Far East has only an intrinsic value, a commercial value, a fiduciary value, that is to say a value which requires a guarantee for its circulation. Neither would the constitution of a reserve of gold solve the problem. This gold, put into continuous circulation, could not fail to be speedily used up. Then we should fall back into the *tatu gao* note. To our mind there is but one radical solution of the question; that is the creation of a monetary union in the Far East into which all the countries of the Far East and all the nations having interest in those regions would enter. By the formation of this monetary union, the circulation and private students—a special Commission had to be sent to Japan to act as Superintendent of students, in that country. After a while the students again manifested dissatisfaction against this official, he had, perforce, to leave, and the duties were once more relegated to the Minister. His Excellency as we now know, had also resigned, vowing to his friends that he would have nothing more to do with the students, as they had been a thorn in his side ever since he took over the Commission in addition to his Legation duties. The question now is who will be the next to take up the unhappy task?

THE U.S. PACIFIC CRUISE.**PRESIDENT ROOSEVELT'S STATEMENT.**

Tokio, July 7.

The following telegrams are taken from the *C. C. D. News*:

An official statement from Washington says that President Roosevelt has admitted at Oyster Bay that the voyage to the Pacific of a battleship squadron from the Atlantic, via Cape Horn, but denies any connection between this and the California difficulty. America's relations with the Powers, he added, were never friendlier than at present.

The *New York Evening Post* objects to the proposed naval action as the Powers may interpret it as intimidation to Japan. Mr. Takira Kato, formerly Minister of Foreign Affairs, and now proprietor of the *Nichi Nichi*, replies to *The New York World* that the report of the naval movement is unbelievable, but in any case the affair is America's own business, and no concern of either outside Powers. The *Nichi Nichi* further avails in its editorial upon the undue nervousness in America interpreting the recent circular to the Chamber of Commerce as instigating a boycott. America's eagerness to ascertain Japanese feelings with regard to the present naval movement, is due to the increasing anti-Japanese feeling, but all such apprehensions are quite unfounded. The prevailing nervousness in the States implies trouble pending, and not yet satisfactorily settled. For both Japan and America, the fundamental solution lies in the stoppage of the present anti-Japanese partiality. If this remedy is adopted American fears will give place to the happier conditions both for Japan and America.

The other leading papers are reticent. Meanwhile there is a growing impression of the inadvisability at this delicate juncture of any action likely to hurt Japanese susceptibilities. It must be remembered that Japan abandoned the visit to San Francisco of the training squadron months ago on the very eve of its departure.

[Manila Times.]

Washington, July 6.

According to present plans practically every battleship in the United States navy, numbering about twenty, will participate in the manoeuvres on the Pacific coast.

The four cruisers now in China waters will also attend the manoeuvres.

It will be the greatest assemblage of heavy fighting craft of the United States navy yet known.

The report that there is any special significance in the movements in view of the trouble with Japan is denied here.

The manoeuvres planned for the Pacific will probably be the most extensive ever held by the United States, if not by any country in the entire world. According to the dispatch received to-day it will include twenty battleships in addition to cruisers, torpedo boat destroyers, torpedo boats, gunboats, dispatch boats, etc.

Just what ships will be included is not known definitely here, but it is probable that there will be Admiral Evans' fleet of sixteen first class battleships; the *Kansas* and *Vermont* now on the Atlantic coast and the *Nebraska* and *Wisconsin*, now on the Pacific coast. The fleet will then include the *Connecticut*, *Maine*, *Louisiana*, *Missouri*, *Virginia*, *Georgia*, *New Jersey*, *Rhode Island*, *Alabama*, *Illinois*, *Kentucky*, *Kearny*, *Ohio*, *Indiana*, *Iowa*, *Minnesota*, *Kanaw*, *Nebraska*, *Vermont* and *Wisconsin*, all battleships, the *Tennessee*, *Washington*, *Maryland*, *West Virginia*, *Pennsylvania* and *Colorado*, all armoured cruisers; and the protected cruisers now included in the Pacific fleet—the *Charlottesville*, *Chattanooga*, *Gainesville* & *St. Louis*, *Chicago*, *Charleston*, *Milwaukee*, *Yorktown*, *Boston*, *Reliance*, *Denver* and *Buffalo*. These last named vessels are all now in the Pacific fleet and will be available for the manoeuvres. Of the battleship fleet there are only two which were in the service at the time of the outbreak of the Spanish war.

The battleship fleet will be able to hurl shot and shell from a combined main battery of 432 guns, including 13-inch, 12-inch, 11-inch, 7-inch, and 6-inch guns. In addition to this comes the secondary battery of each ship which contains a large number of guns of smaller calibre, the *Connecticut*, for instance, having twenty 3-inch rapid fire guns that carry a shell as large as the ordinary field piece of the Army. The six armoured cruisers, that will probably be in the manoeuvre fleet, have a combined main battery of 112 guns, including 10-inch, 8-inch, 6-inch and 5-inch guns. This gives a total of 544 guns of large calibre on the battleships and armoured cruisers, to say nothing of the protected cruisers, each of which carries from six to ten large guns of from 5-inch to 8-inch calibre.

Steaming continuously at 14 knots it would take the battleships about 45 days to make the trip round the Horn to San Francisco. Travelling as a squadron it would doubtless take them considerably longer on account of the delay which would be caused by coaling so many large vessels at one time in one place.

THE FOOTHOW DOCKYARD.

Many Europeans having lately been dismissed from the Foochow Dockyard, the Japanese authorities are desirous of having Japanese appointed to fill the vacancies. Accordingly, the Japanese Minister in Peking has been in communication with the Wai Wu-pu with regard to the matter, but no reply has yet been given by the Board to his representations.—*Shanghai Times*.

CHINESE STUDENTS IN JAPAN.

A post which cannot by any means be termed a sinecure for its holder, and which has been held for a little over eighteen months by H.E. Yang Cheng, Chinese Minister in Japan, is now vacant once more, as his Excellency has resigned the post, and telegraphed the fact to the Ministry of Education (Hüchpu) on the 4th instant. According to the *C. C. D. News*, when China began sending students to Japan the work was at first a part of the duties of the Chinese Minister in Tokio. Although at the beginning there were only a few students, comparatively speaking, acquiring an education in Japan; even then the duty seemed to have been no sinecure, as there were not a few causes for friction between students and minister. As their numbers grew by leaps and bounds—there were at one time, not long ago, no less than 14,000 and more, of government and private students—a special Commissioner had to be sent to Japan to act as Superintendent of students, in that country. After a while the students again manifested dissatisfaction against this official, he had, perforce, to leave, and the duties were once more relegated to the Minister. His Excellency as we now know, had also resigned, vowing to his friends that he would have nothing more to do with the students, as they had been a thorn in his side ever since he took over the Commissioner in addition to his Legation duties. The question now is who will be the next to take up the unhappy task?

Witness—I mean to meet all obligations arising out of every one of my transactions.

Mr. Fessenden—At that time you were familiar in a general way with the customs of the Stock Exchange in Shanghai?

Witness—I knew very little about it.

Mr. Fessenden—Did you know at that time the general method of share transactions?

Witness—I know absolutely nothing about the working of the Exchange. I know that if you purchase forward and the shares go up you get paid and if they go down you have to pay.

His Honour—Do you know anything more about it now?

Witness—No, I don't.

A DEAL IN LANGKAT.**THE SMASH IN SHANGHAI.**

TOKIO AND READ V. BUFFERT.

This case, which arose out of transactions on the Shanghai Stock Exchange, was continued.

The claim was for Tls. 4,949 on a promissory note given in August 1902.

Mr. N. Fessenden appeared for the plaintiffs.

Mr. N. C. Home and Mr. L. Andrews represented defendant.

Mr. Andrews put his client in the witness box. Examined by Mr. Andrews, defendant said he first met Mr. Read, as plaintiff, had dined at the Race Club, where they talked on general matters. Mr. Read mentioned that he had heard witness had been conducting some business with other brokers and witness replied that they had done so. One thing brought up by another and Mr. Read mentioned Langkats. Witness said he had never touched Langkats. He never received any shares from Mr. Read, but all such apprehensions are quite unfounded for the prevailing nervousness in the States.

Mr. Fessenden—What is the reason for the *Langkats* in your contract?

Witness—There is no reason for the *Langkats*.

Mr. Fessenden—Instead of reaping profits you got losses. You intended to meet them, didn't you?

Witness—Yes.

His Honour—And now you are not able to meet these losses?

Witness—Not at the present time.

His Honour—And that being so you decided to enter a legal contract?

Witness—I would like to say that—

His Honour—I don't want any argument of the fact.

Witness—I would like to explain how I came into Court. I did not come here voluntarily.

His Honour—Your answer is voluntarily rendered.

Witness—When they forced me into Court I had to enter that plea.

His Honour—You decided to set up the contention that the transaction is illegal and hence there is no legal obligation for you to pay?

Witness—Yes.

Mr. Fessenden—But you are not able to meet these losses?

Witness—Not at the present time.

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Witness—Not at the present time.

His Honour—And that

THE Yalu Forestry, negotiations recently suspended at Tientsin will be shortly resumed at Peking, with much brighter prospects.

YESTERDAY morning, the following cable was received at the Colonial Secretary's Office, from the Singapore Government:—Hongkong declared to be infected on account of bubonic plague."

THE Chinese Engineering & Mining Co.'s total output of the Company's three mines for the week ending June 22, 1907, amounted to 20,005 tons and the sales during the same period to 30,767 tons.

Leave of absence to the neighbouring countries on private affairs, has been granted to Captain B. S. Philpot, Royal Engineers, from 14th July to 30th September.

THE new Customs House was opened at Tientsin on 1st inst., and the Chinese flag now flies above it. In many cases duty was paid for transportation northwards. The Russian Consulate at Tientsin opened on 5th inst.

For the forthcoming Water Polo Shield Competition, we understand that the Victoria Recreation Club, Royal Engineers and Middlesex Regiment, are each entering two teams. The 8th Co., Royal Garrison Artillery, Royal Hongkong Yacht Club and Corinthian Yacht Club are entering one team each.

A GANTON dispatch, reports that Liu Sze-yü, the leader of the Chingchow insurgents, is dead. He was slain while leading an attack on Wednesday last upon the Kénapeng village. By the death of Liu Sze-yü it is expected that the back of the insurrection in that part of Kwangtung province has been broken.

The Bangkok Times understands that a Gold Coinage Law is being drafted for Siam, and that measure may become law within the year. It is under this law that it is proposed to re-introduce the stang—a copper coin this time, not nickel as before. Matters have not developed sufficiently yet, however, for orders to be given for the manufacture of the coins.

VICEROY TSEN CHUN-HUEN, it is said, is determined to decline the Two Kwang Viceroyship and has again sent a memorial to the Throne declaring that his bodily health prevents him from leaving even his own room, much more to travel south any further. His Excellency is said to be negotiating for the purchase of a certain house in Soochow where he intends to make his future home if allowed to retire into private life.—*N. C. D. News*.

AT noon yesterday Rev. Bro. Cornelius, of St. Joseph's College, left for Sydney by the *Yankee Maru* on a two months' sick leave. He was accorded a hearty send-off by a number of pupils and ex-pupils of the college. After waving their departing teacher *bon voyage*, they gave him three ringing cheers, as the launch cast off from the *Yankee Maru* punctually at noon when the liner steamed out from her moorings on the voyage to Australia.

THE Korean delegation to The Hague is causing anxiety in Court circles at Seoul in anticipation of Japanese remonstrances. The incident seems to confirm the report recently current that a foreigner drew Yen 20,000 from the Imperial Treasury on the pretext of appealing to the Powers for Korea's independence. In this connexion it is recalled that the late Ministerial changes at Seoul were due to intrigues that were held to endanger Japan's position in Korea.

Anne Joseph BERTRAND, a French missionary at Goltsma, near Hakone, has received a Blue Ribbon medal from the Japanese Government in recognition of his self-sacrificing work among the lepers. It is stated that the priest has directed all his attention from an early date to charitable work, and rendered valuable assistance to the founder of the Fukusui Byoin, a leper hospital at Kamiyama, Shizuoka Prefecture, Father Bertrand later acquired this hospital, and has admitted over 300 patients and expended the sum of about Y80,000 on this branch of charitable work.

THE Toyo Kisen Kaisha is about to engage in the transport of crude kerosene oil supplied by the California Petroleum Company. An oil-tank steamer for this trade is now being constructed at the Mitsu Bishi Yard at Nagasaki. The factory of the Namboku Petroleum Company, which is now being built at Hiratsuka, near Yokohama, where the California oil is to be refined, is nearing completion. The petroleum company has also decided to construct an oil-tank at Noda, near Sunda, and the land for the site has already been purchased. The Toyo Kisen Kaisha, we learn, has also purchased an oil-tank steamer of 6,000 tons on England.

THE number of petty larcenies that occur daily aboard the Yau-mi-ti ferry launches has made the launch people more cautious than ever. At about one o'clock this morning (10th inst.) Leung Tun, the collector on board the steam launch *Lai On*, then moored alongside her wharf at Yau-mi-ti, found a strange man fast asleep near the engine-room. Leung recalled that not long ago the engine-room bell went amissing. He promptly seized the sleeper and handed him over to the police. At Yau-mi-ti Police Station the man said he was Chau Ho. He was charged at the Police Court, this morning, with being aboard the launch with felonious intent. Accused in defence, said that he went aboard to pass the night as he wanted to come across to Hongkong by the first launch to-day. He was given fourteen days.

TODAY (8th inst.) was one of the busiest days that the Magistracy has seen for weeks, and with only one magistrate sitting it looked at one time as if it would be impossible to get through the cases in one day. There were several gambling cases, innumerable hawking, obstruction and assault cases, while petty larcenies and roguery and vagabonds were there in plenty. No less than four hours were occupied by the usher and clerk, assisted by an interpreter, in copying the charge-sheets. And with each officer getting his witnesses together and waiting for his different cases to be called on, the Magistracy was the best place to be away from this morning, standing room, not to say sitting accommodation, both inside and outside the Court room, for an hour after the Court sat, being impossible.

THE Chefoo Daily News of 29th ult. says:—“The Chinese Government dispatch-boat, the small wooden steamer *Ching-chow*, returned to port a few days ago from a cruise, with six prisoners (pirates) on board. When cruising near Weihaiwei the steamer sighted a suspicious looking junk. When the *Ching-chow* bore down upon the craft the crew of the latter jumped into the water to escape capture after a few shots had been fired. The men were soon picked up and their vessel inspected. It was found to contain a great quantity of firearms as well as a considerable amount of copper cash in three large bags. Upon their arrival at Chefoo it was found that four only of the captured men were actual pirates. The other two are prisoners whom the robbers held in custody. The four criminals are Tientsin men. They will be executed after order has been received from China.”

LIEUTENANT E. A. Heape, Middlesex Regiment, arrived in the command on 7th instant, and is on route for Tientsin, for duty.

Mr. Frederick T. Hall (of Hongkong) and Mr. Henry N. Ridley, M.A., F.R.S. (Stralsund), from the Singapore Government:—Hongkong declared to be infected on account of bubonic plague."

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In Thailand hears that the Hongkong and Shanghai Banking Corporation have obtained the permission of the Secretary of State to open out a branch in the Federated Malay States. The likelihood is that Kuala Lumpur may be the town selected for its scene of operations.

Two priests—Chan Lai Wan and Wong I Pan—were locked up on Wednesday afternoon for bathing in the waterways, at Shau-kwai-wan. They were arraigned before Mr. G. N. Orme, at the Police Court, on Thursday morning, pleaded guilty to the charge, and were fined one dollar each.

SIR Matthew Nathan was received in audience by His Majesty the King at Buckingham Palace on 13th ult. upon relinquishing his appointment as Governor of Hongkong, and kissed hands upon his appointment as Governor of Natal. Colonel the Hon. H. C. Legge (Equerry-in-Waiting) was in attendance.

MESSRS. Hughes and Hough, auctioneers, put up for sale by public auction at noon, last Thursday, the valuable household property, Nos. 303-311, *Des Vaux Road West*. The reserve price not having been reached, the property was withdrawn. Messrs. Deacon, Looker and Deacon, solicitors, acted on behalf of the mortgagees.

EIGHT stowaways were found aboard the steamer *Hainan-han* while she was on her way to Hongkong, from Canton, this morning (11th inst.). On arrival here the stowaways were handed over to the police. This forenoon, at the Police Court, the men were charged with obtaining a passage here without permission. Each man pleaded guilty and a fine of \$5 apiece was imposed.

INTELLIGENCE from Peking states that new quarters are about to be built for the accommodation of the infantry detachment stationed there. The detachment of the “Dilehds” is now under canvas, the old quarter, once a portion of the Empress’s Court, being in the process of demolition. By this connexion it is recalled that the late Ministerial changes at Seoul were due to intrigues that were held to endanger Japan’s position in Korea.

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On the Civil Service Recreation Club’s grounds, at Happy Valley, last Wednesday afternoon, a very interesting game of bowls was played between the Civil Service and a picked team representing the Police. The following played for the police: Inspector Cameron (skip); Inspectors Withen and McHardy and sergeant Pitt. The players for the Civil Service were Subsidiary Inspectors Brett (skip) and Fischer; Bond and Kelly. The police ran out victorious by six points, having scored 26 to the Civil Service 20.

Two men and a woman were arrested last Wednesday for returning from banishment. The woman and one of the men were taken at Kowloon City, while the other became a prisoner while he was in the act of hooking down a pair of trousers, with a bamboo pole, from the verandah of house No. 14, Circular Pathway. At the Central Police Station he was recognised as having been deported on 1st September, 1906. The men were charged before Mr. G. N. Orme, at the Police Court, on Thursday morning. They were each sentenced to six weeks’ hard labour.

ON May 30 there was launched at Whitchurch the screw steamer *Petra*, built for the Messageries Maritimes de France. The vessel has been constructed to British Corporation and Board of Trade’s highest class. The general dimensions are as follows:—Length, 420 ft.; breadth, 52 ft. 9 in.; depth, 32 ft. 6 in.—gross capacity, 5,500, with a deadweight carrying capacity of 8,500 tons, and a cubic capacity of 12,400 tons. The machinery consists of a set of triple-expansion engines, capable of driving the vessel at a speed of 12 knots at sea. The *Petra* has been constructed to meet the owners increased traffic between Marseilles and the East.

A well-known pickpocket named Chan Fuk, who said he was a bricklayer by trade, will be banished from the Colony in six weeks’ time. On two occasions Chan was charged with theft and the defence put up had so much effect on the magistrate that he was given the benefit of the doubt on each occasion and discharged. To-day (11th inst.) his downfall came about. His defence failed. Chan got into yesterday afternoon in Wing Lok Street. He got busy at once and relieved a shopkeeper, who carries on a business Queen’s Road West, of \$10 in silver. Then he tried to do the disappearing trick, but he was seized by the crowd, and handed over to a policeman. Chan was arraigned before Mr. G. N. Orme, at the Police Court, to-day, and sentenced to six weeks’ hard labour and six hours’ stocks.

THE 13th Rajput (the Shekhawati Regiment), which has been placed on the roster to relieve the 10th Infantry (the Mooltan Regiment) at Hongkong, is an old and distinguished corps. It was formed in 1871, and was long known as the 12th Bengal Infantry, or Shekhawati Battalion. It fought through the Sikh War, 1846, and rendered good service at Sir Harry Smith’s magnificent victory at Alivai, when with a force of under 12,000 men he defeated 20,000 of the brave enemy, and it rendered equally good service in the prolonged Afghan Campaign of 1878-80. It was last on active service in the Chitral Expedition, 1895. The honours on its regimental colours are Alivai, Afghanistan, and Chitral. The regiment, which is presently stationed at Japore, is commanded by Lieutenant-Colonel W. Prior, who served with it at Chitral, and who also saw active service in the Sikkim Expedition, 1888, and the Manipur Expedition, 1891, for which he holds two medals with three clasps.

THE Yalu Forestry, negotiations recently suspended at Tientsin will be shortly resumed at Peking, with much brighter prospects.

YESTERDAY morning, the following cable was received at the Colonial Secretary's Office, from the Singapore Government:—Hongkong declared to be infected on account of bubonic plague."

THE Chinese Engineering & Mining Co.'s total output of the Company's three mines for the week ending June 22, 1907, amounted to 20,005 tons and the sales during the same period to 30,767 tons.

Leave of absence to the neighbouring countries on private affairs, has been granted to Captain B. S. Philpot, Royal Engineers, from 14th July to 30th September.

THE price of Dragon Flags has gone up to 10 per cent. in Bangkok in view of the decorations in honour of the Chinese men-of-war visit. There is also a great demand for pyrotechnics, of which a great display is expected to take place.—*Siamese Press*.

THE new Straits dollar is a great source of confusion and fraud in Deli. Many labourers refuse to be paid by it. The changers will take it only at a value of seventy cents. Matters will not mend until the Government notifies to the people that the new and old Straits dollar, however unlike in size, are the same in value. The Government has hitherto failed to do anything of the kind.

CHINAMAN, who gave the name of Tong Yik, and who stated that he was a “boy” employed at the Hongkong Club, was arrested in Queen’s Road Central, last night (5th inst.), for stealing a gold watch from a man.

The woman, Liu So, residing at 17, Gough Street, carried the ear-pick in her hair. Accused was alleged to have gone up behind her, grabbed the pick, and tried to get away, but was brought up by the crowd. He was arraigned before Mr. F. A. Hazeland, in the Police Court, this forenoon, on a charge of street-snatching. The case was adjourned.

TWO junks, owners of licensed junks Nos. S109H and S164H, came before Mr. F. A. Hazeland, in the Police Court, on the 5th inst., on a charge of cruelty to animals. Police Sergeant Blackman, of No. 7 Police Station, who prosecuted, said that on the second instant he went aboard the accused’s junks, which were moored alongside the praya wall, at Kennedy Town, and saw that there were sixty cows on each junk. Each cow was tied by the nose, the end of the rope being fastened to the bottom of the junk, causing the cattle needless suffering as they were unable to move. The junkmen pleaded ignorance. His Worship fined them \$15 each, which was paid.

ON the 20th ult., at Chefoo, the death took place of a young German (20 years old), Mr. August Makasche, of the German Mining Co., of Shantung. Death took place at the French Hospital. The young man, who had been stationed at the Maotuan Mine, was very unfortunate. Some time previously he was bitten by a dog and had to go to Tsinian for treatment at the Pasteur Institute. After having completed the cure he returned only a few days prior to his death. He was taken seriously ill and removed to hospital. The cause of death is believed to have been hydrocephalus.—*China Times*.

A WELL-TO-DO Chinaman, residing at the corner of Connaught Road Central and Wing Wo Street, third floor, was picked up in the street early last Monday morning, by the police, dead. His skull was fractured. There is at present nothing to show how deceased met his death, but the theory advanced is suicide. Friends of the dead man informed the police that during the past few weeks he appeared to have gone entirely out of his mind. He acted queerly and constantly spoke of death. They were of opinion that some time during the night deceased must have got out of bed and jumped over the verandah. The deceased was a middle-aged man.

RETURN of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th June, 1907, as certified by the managers of the respective Banks:

Banks.	Average Amount.	Specie in Reserve.
Australia and China.	\$3,197,611	\$1,300,000
Hongkong and Shanghai Banking Corporation.	16,338,873	\$1,000,000
National Bank of China, Limited.	215,799	100,000
Total.	\$19,752,283	\$1,400,000

WHEN a number of filters, who reside at No. 14, Snider Street, Tai-kok-tui, returned home from work last evening (5th inst.), they found the place ransacked and property to the value of \$45.92 stolen. Most of the property that was carried away belonged to two men, who lost no time in communicating with Sergeant Sim, at Sam-shui-po Police Station. Meanwhile it became known that the cook employed by the filters had disappeared. He was traced to a house some distance away, where the stolen property was discovered. At the Police Court, to-day, the cook, Cheung Chat, pleaded guilty to a charge of theft and he was sentenced by Mr. Hazeland to six weeks’ hard labour, and \$15.

ISAAC TURNER, head watchman of the Hongkong and Kowloon Wharf and Girders Co., Ltd., a scaffolding builder, Leung Ng, by name, leaving the docks yesterday afternoon (5th inst.) carrying a bag slung carelessly over his shoulder. The man was stopped, and an examination of the bag was found to contain several yards of new canvas. Questioned as to how he obtained the canvas, Leung stated that a carpenter named Ng Kwai made a present of it to him. Ng’s arrest followed. Both men were charged before Mr. F. A. Hazeland, this morning, at the Police Court, with theft. The scaffold builder alone was found guilty and sentenced to three weeks’ imprisonment and six hours’ stocks. The carpenter was discharged.

IT is stated in a Tokio despatch of 3rd inst., to *N. C. D. News*, that a cable from Washington states that the American Immigration Authorities have been ordered to prevent the entry into California of 4,000 Japanese labourers coming from Mexico. The Government at Tokio has not yet received any official information on the matter. With regard to the embargo placed upon the new Japanese employment agencies by the police at San Francisco, the *Aichi Nichi* is opinion that herein lies an opportunity to put to an actual test the friendly relations existing between America and Japan. A large number of people in Tokio, whose views coincide upon the American question, will shortly hold a grand meeting which Count Okuma has promised to attend,

LAST Saturday night (6th inst.) the Yau-mi-il ice found a coolie lying in an unconscious condition on the footpath outside house No. 50, Station Street North. The man was suffering from a fractured skull and was promptly despatched to hospital. As the result of some inquiries, two men were arrested on suspicion of being the injured man’s assailants. They were alleged to have thrown the coolie down a flight of steps during a scuffle. News received from the hospital a day or two ago by the police was to the effect that the injured man had gone mad, the result of the fracture. Until sufficient evidence, which the police have not at present, is obtained against the two prisoners there is no likelihood of securing a conviction.

CAPTAIN W. Valentine, of the Canton-steamer *Poway*, prosecuted four Chinamen at the Old Police Court, this morning (5th inst.), with obsecuring a passage to Hongkong without permission, and the steamer’s cook with aiding and abetting the stowaways on board. The *Poway* last Canton at half-past six o’clock last evening for Hongkong. After the faces had been collected the chief officer, the purser and the cook were put into a hardware shop in Wing Lok Street to pay a bill, which amounted to \$4. He produced a bundle containing \$200 in twenty-cent pieces, counted out the amount required and handed it to the shopkeeper. While the shopkeeper was engaged in making a receipt, the accused walked into the shop, looked around for a while, and thinking the coast was clear, he picked up the bundle containing the balance of the fisherman’s money, which was on the counter, handed it to an accomplice waiting at the door, and both men departed. The purser was chased and accused captured, but his accomplice escaped. Inspector Ritchie identified the accused as having been banished from the Colony before. Hence the severe sentence.

SHORTLY after two o’clock yesterday afternoon (8th inst.), a junkman, in a great state of excitement, rushed into No. 1 Police Station, at Wan-chai, and unfolded to Inspector Gourlay a story which was certainly extraordinary. His story was that some two weeks ago the owner of the junk was compelled to discharge the master and the crew, which consisted of three sailors—Abreto Cleix, in the street last night. The accused pleaded not guilty. What brought about the trouble neither of the parties would say, but it was whispered that refusal to pay a debt had much to do with it. Cleix, it is known, was leaving the Colony last night for Shanghai. Gourlay heard about this and intercepted Cleix in Wing Lok Street. Both men held an earnest conversation, during which Cleix is alleged to have suddenly drawn a knife and made a lunge at Gourlay. The latter stepped aside in time and clutched with his man, relieving him of his weapon. In the struggle which followed Gourlay succeeded in getting Cleix’s head between his legs. Then, holding the man in this manner, Gourlay is reported to have used his knife about Cleix’s body to some extent. Inspector Withers, who was passing by at the time, heard the cries of the wounded man, and went to his assistance and the fire, which was then burning fiercely at the stern, was extinguished. The police, after inquiries, are inclined to disbelieve the junkman’s narrative. That fire did occur on board the junk is certain for that fact is corroborated by the launchmen. But the story of the junk being set on fire, and the junkman tied to the mast, can give no credit. The consensus of opinion among the police is that the junkman, while cooking his “chow,” accidentally overturned a stove, which set fire to the junk, and it is alleged that the junkman thought that by making this report he would be relieved of all responsibility.

FRANCISCO SALVATOR, a Filipino diver, residing at 14, Wing Lee Street, was charged before Mr. G. N. Orme, at the Police Court, this morning (5th inst.), with stabbing one Abreto Cleix in the street last night. The accused pleaded not guilty. What brought about the trouble neither of the parties would say,

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5610

四月六日年三十三緒光

SATURDAY, JULY 13, 1907.

六月七號三十英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.
CAPITAL PAID UP Yen 24,000,000
RESERVE FUNDS 14,550,000

Branches and Agencies.
TOKIO CHEFOO
KOBE TIENTSIN
OSAKA PEKIN
NAGASAKI NEWCHWANG
LONDON DALNY
LYONS PORT ARTHUR
NEW YORK ANTUNG
SAN FRANCISCO LIOYANG
HONOLULU MUKDEN
BOMBAY TIE-LING
SHANGHAI CHANG-CHUN
HANKOW

Head Office—YOKOHAMA.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On Fixed deposit—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "
TAKEO TAKAMICHI,
Manager. [17]
Hongkong, 6th April, 1907.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £ 500,000
RESERVE FUND £ 1,075,000
Shortly to be increased to £ 1,475,000

RISK AND LIABILITY OF PROPRIETORS £ 800,000

INTEREST ALLOWED on CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.

" 6 " 3% " "
" 3 " 2% " "

JOHN ARMSTRONG,
Manager. [18]

Hongkong, 15th May, 1907.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS AUTHORISED GOLD \$ 10,000,000

CAPITAL PAID UP GOLD \$ 3,250,000

RESERVE FUND GOLD \$ 1,250,000

HEAD OFFICE—WALL STREET, NEW YORK.

LONDON OFFICE—THREE-NEEDLE HOUSE, E.C.

LONDON BANKERS—BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4% per cent. per annum.

" 6 " 3% " "
" 3 " 2% " "

No. 9, Queen's Road Central, Hongkong.

CHAS. R. SCOTT,
Manager. [19]

Hongkong, 14th March, 1907.

NEDERLANDSCHE HANDELS MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL, FL. 45,000,000 (£ 3,750,000)

RESERVE FUND, FL. 5,000,000 (£ 417,000)

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Kanton, Samalung, Sourabaya, Cheilun, Tegad, Pecalongan, Pasuruan, Ijupur, Padang, Medan (Del), Palembang, Kuta, Radja (Acheh), Bandjermas.

Correspondents—At Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanov, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS—THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its branches and corresponds in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 4% do.

Do. 3 do. 3% do.

J. L. VAN HOUTEN,
Agent. [20]

Hongkong, 8th June, 1907.

Hotel.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 1st July, 1907.

[19]

四月六日年三十三緒光

SATURDAY, JULY 13, 1907.

六月七號三十英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$11,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

Count of Directors:
G. H. Medhurst, Esq., Chairman.
Hon. Mr. Henry Keswick, Deputy Chairman.
A. Fuchs, Esq. E. Shellim, Esq.
E. Goetz, Esq. R. Shawan, Esq.
A. Haupt, Esq. H. A. W. Slade, Esq.
C. R. Ledermann, Esq. H. E. Tomkins, Esq.
A. J. Raymond, Esq.

Chief Manager:
Hongkong—J. R. M. SMITH
Manager:
Shanghai—H. E. R. HUNTER

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent. per Annum on the daily balance.

On Fixed deposit—

For 12 months 5% p.a.

" 6 " 4% " "

" 3 " 3% " "

TAKEO TAKAMICHI,
Manager. [21]

Hongkong, 14th June, 1907.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum.

Depositors may transfer at their option balances of £100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 1% PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000.

HEAD OFFICE—SHANGHAI.

BOARD of DIRECTORS—BERLIN.

BRANCHES:

Berlin Calculus Hamburg Hankow

Kobe Peking Singapore Tientsin

Taiwanfu Tsinhai Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank Berlin

S. Bleichroeder Berliner Handels-Gesellschaft

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Jacob S. H. Stein a.m.

Norddeutsche Bank in Hamburg, Hamburg

Sal. Oppenheim jr. & Co., Koenig

Bayerische Hypotheken und Wechselbank

Muenchen.

LONDON BANKERS:

WEINSTEIN, N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIREKTION DER DISCONTOGESSELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

earned on application. Every description of

Banking and Exchange business transacted.

F. JUNG, Manager. [22]

Hongkong, 11th January, 1907.

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital, FL. 15,000,000 (£ 1,250,000)

Subscribed Capital, FL. 10,000,000 (Paid-up).

Reserve Fund FL. 1,628,850.19 (£ 135,737)

Head Office—AMSTERDAM.

Sub-Office—THE HAGUE.

Head Agency—BATAVIA.

At Singapore, Sourabaya, Samarang, Indramajoo, Bandoeing and Weltevreden.

Correspondents—At Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeedah, Bangkok, Saigon, Shanghai, &c.

BANKERS—The Williams Deacons Bank, Ltd.

Paris—Comptoir National d'Escompte de Paris.

Berlin—Deutsche Bank.

Brussels—Banque de Paris et des Pays Bas.

Rome—Banca Commerciale Italiana.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its branches and corresponds in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 4% do.

Do. 3 do. 3% do.

J. L. VAN HOUTEN, Manager. [23]

Hongkong, 16, Des Vaux Road Central.

[19]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

NOTES.

FOR STEAMERS TO SAIL ON.

REMARKS.

MARSEILLES, LONDON and ANTWERP VIA SINGAPORE SYRIA About 17th Freight and Passage.
PORE, PENANG, COLOMBO, BO and PORT SAID Capt. D. C. Gregor, R.N.R. July 3 Passage.

SHANGHAI, MOJI, KOBE & SUNDA About 19th Freight and YOKOHAMA Capt. G. M. Moutford, R.N.R. July 1 Passage.

Shipping Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

TO S.S. "HQNAM".....	3,363 tons.....	Captain H. D. Jones:
"POWAN".....	3,338 "	W. A. Valentine,
"PATSHAN".....	3,200 "	G. V. Lloyd,
"KINSHAN".....	1,995 "	B. Branch,
"HEUNGHAN".....	1,998 "	R. D. Thomas,
Departure from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to 5 P.M. (Saturday excepted).		
Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).		
The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 5 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.		
These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River.		
Special attention is drawn to their Superior Saloon and Cabin accommodation.		

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "SUI-AN".....	1,651 tons.....	Captain E. H. Grainger,
"SUI-TAI".....	1,651 "	G. F. Morrison,
Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.		
On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.		
The Company also runs a steamer from Macao on Sunday morning, at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.		
Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.		

CANTON-MACAO LINE.

S.S. "LUNGSHAN".....	219 tons.....	Captain T. Hamlin,
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.		
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.		

JOINT SERVICE OF THE H.K.C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM".....	588 tons.....	Captain J. Wilcox,
"NANNING".....	569 "	Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
O of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 13th July, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS
OF THE
COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU".....	1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN".....	1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 9.30 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Wharf is at the end of Wing Lok Street (Tram Station).
Canton Agents:—Messrs. E. Paquet & Co.
For further particulars, please apply to—

BARRETTO & CO.,
Agents.

Hongkong, 5th April, 1907.

[370]

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-U"

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.
THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHINO and WUCHOW, They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip..... \$30.
These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
For further information, apply to—

BUTTERFIELD & SWIRE,
AGENTS:
WEST RIVER BRITISH S.S. CO.
HONGKONG.

Hongkong, 6th October, 1907.

[14]

REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAVA	Second half July	JAPAN	Second half July
TJIMAHU	JAVA	Second half July	JAPAN	Second half July
TJIKINI	JAPAN	Second half July	JAVA PORTS	Second half July
TJILIWONG	JAVA	First half Aug.	JAPAN	First half Aug.
TJILATJAP	JAPAN	First half Sept.	JAVA PORTS	First half Sept.
TJIPANAS	JAPAN	First half Sept.	JAVA PORTS	First half Sept.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Native and India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
20 YORK BUILDINGS, 1st floor,
Hongkong, 9th July, 1907.

[13]

Dentistry.

Dr. M. H. CHAUN, THE LATEST METHOD of the AMERICAN SYSTEM OF DENTISTRY 33, QUEEN'S ROAD CENTRAL, From the UNIVERSITY OF PENNSYLVANIA, U.S.A. Hongkong, 16th April, 1907.	TSIN TING, LATEST METHODS OF DENTISTRY. STUDIO AT NO. 14, D'AGUILAR STREET. REASONABLE FEE. Consultation Free.
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[62]

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Intimation.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

NO. 2 DOCK.

Length inside 276 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for docking quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighter, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 388, or 687.

Telegrams, "Dock, Yokohama," Oodes A. B. O. 4th and 5th Edt.

Liebers, Soote, A. I., and Watkins.

Yokohama, May 23rd, 1907.

PHILIPPINE NAVY YARD.

CHINESE SUPERCEDE JAPANESE MECHANICS.

One hundred Japanese mechanics and labourers employed at the Olongapo Naval Station were discharged yesterday, by order of Captain Harris, commandant of the station, reports the Manila Times of 6th inst.

The order of dismissal was summary and unexpected, no reason for the action being assigned, so far as can be ascertained, by Captain Harris.

An effort is now being made by the naval authorities at Olongapo to secure Chinese to take the places of discharged men and it is understood that a number of carpenters have already been hired in Manila and are on their way to the station.

The news of the summary dismissal of all Japanese at Olongapo was received in Manila this morning from what is considered an absolutely reliable source. Details are lacking.

Captain Harris is at Olongapo and could not be communicated with by the hour of going to press. The Japanese Consul was seen with reference to the matter. He stated that he had received no official or private information of the reported action of Captain Harris.

MARRIED TO A MILLIONAIRE
AT PEANG.

Romantic happenings in foreign land were described to the Thames magistrate on 19th ult. by Mrs. Marjorie Kingdom, who came up on an adjourned summons for destroying articles belonging to Mrs. Waterman, of Poplar. In her defence the defendant said she had only just arrived in England after a five weeks' voyage, and when she went to her husband he used bad language. She had been a respectable woman, and Lady Northcote had assisted her and her son to India. After that she went into the service of the Portuguese Governor in China. When that gentleman left China she was assisted by the magistrate, officers, and others at Penang, and while at the latter place she married an American millionaire, but two days later his wife turned up. She was then given a sum of \$2,000 by way of a solatium. Mr. Head fined defendant £3, £1 the amount of damage, and £20 costs, or 14 days hard labour. Defendant said there was a sum of £700 due from her husband. She was told that would have to be recovered at the Mansion House.

THRILLING SEA TALES OF THE ARCTIC.

WRECKED CREW'S REFUGE ON AN ICEBERG.

There arrived last night at Scalloway, on the west side of the Shetlands, the Norwegian steamer Kongenberg, having on board the shipwrecked crew of the Norwegian sealer Prince Olaf, the captain of which gives a thrilling narrative of his terrible experience after losing his vessel in the arctic regions.

Capt. Karl Godi, who speaks English imperfectly, states that the Prince Olaf, carrying a crew of 10 men, left Ollasund, in Norway, for the seal fishing ground on 16th April. The weather was fine at the start, but when coming up to the ice they experienced gales and a heavy sea. The weather continued rough.

CRUSHED IN THE ICE.

Coming to a gap in the ice the captain observed a large number of seals through the break, and he decided to run through hoping to find smoother water and secure the seals.

On 29th May the vessel was headed in through an inlet in the ice, and while sailing through the ice suddenly closed, crushing the bottom out of the ship, and leaving the wreck of the upper portion on top of the ice. The crew were all on deck at the time, and managed to get out two boats. They were able to secure some clothing, a small quantity of coal, and some fresh water. The ice opened out again, leaving a waterway. The crew saw an iceberg not far away, and decided to pull to it and shelter there.

REFUGE ON AN ICEBERG.

The berg was not very high, and they managed to get on to it, dragging up their two boats along with them.

They turned the boats upside down, and with the coals they had lighted a fire. The weather was very severe, snow falling and the temperature being bitterly cold. They had biscuits and water, and these were shared out among the unfortunate men, most of whom had given up all hope of rescue.

After being some 28 hours on the iceberg they observed a sail in the distance making towards them. Raising a flag on an oar, the sailors made all endeavour to draw the attention of the vessel to their position. The vessel observed the signals, and bore down towards the iceberg. When the ship was near the iceberg the shipwrecked crew launched their two boats and pulled out to the rescuing craft.

She proved to be the Norwegian sealer Gundolf, and the castaways were taken on board and treated with every kindness. The Gundolf transferred the crew to the Kongenberg.

PALACE OF MARBLE.

SIR ERNEST CASSEL'S NEW MANSION IN PARK LANE.

Lord Tweedmouth's old house in Park Lane, at the corner of Brook-street, which some little time ago passed into the hands of Sir Ernest Cassel, is rapidly being transformed into one of the most sumptuous and magnificent modern private palaces of the world.

One feature consists of the entrance hall and staircase in the Italian Renaissance style, which is entirely clad in pure white statuary marble. Eight hundred tons of this material have been used for the staircase and for the loggia around the hall to which the staircase leads. Everything here shines in virgin

Intimation.

Powell's

ALEXANDRA
BUILDINGS.

This Week.

SPECIAL
SHOW DAYS
OF
Latest
Summer
Fashions.

SMART
MODELS
IN
BLOUSES.

NOVEL
STYLES
IN
LACE GOODS.

NEW
DESIGNS
IN
LADIES' BELTS.

LATEST
CREATIONS
IN
MILLINERY.

W.M. POWELL,
LTD.,
HONGKONG.

Hongkong, 13th July, 1907.

Intimations.

THE TRADE MARKS ORDINANCE,
1898.

APPLICATION FOR REGISTRATION OF
TRADE MARKS.

NOTICE is hereby given that FER-
DIN AND BONNEMAN, of Victoria,
Hongkong, Merchant, has, on the 22nd day of
March, 1907, applied for the Registration, in
Hongkong, in the Register of Trade Marks,
of the following Trade Marks—

- (1) A Lotus flower in a pond and the
Chinese characters meaning "opening
of flowers, wealth and rank."
 - (2) A Japanese girl supposed to be dreaming
about another girl depicted above in
a sort of cloud.
 - (3) Four boys and a fish.
 - (4) Two boys carrying a flower pot and the
Chinese characters meaning "wealth
and rank picture."
 - (5) Five boys, in a room playing with fruits
and Chinese words meaning "picture
of five children."
 - (6) Nine lotus flowers each supporting a red
candle and Chinese characters meaning
"nine lotus lamp."
 - (7) Four Chinamen, one being a newly made
Mandarin, and Chinese characters
meaning "official rank raised to No. 1."
 - (8) A Chinese writer who is singing and
attracts a phoenix by his song, and
Chinese characters meaning "To get a
phoenix by singing."
 - (9) A Chinese woman and horse.
 - (10) A fighting scene known as the North
Campaign and Chinese characters
meaning "picture of a military force."
 - (11) An execution scene and Chinese
characters meaning "picture of a fierce
girl."
 - (12) A garden scene and Chinese characters
meaning "Meeting in a flower garden."
 - (13) A Taoist priest and Chinese characters
meaning "A Taoist begging for medi-
cine from a God."
 - (14) The Queen of Winds and her suite and
Chinese characters meaning "Birthday
of the Empire."
 - (15) Chinese pigeons post and Chinese
characters meaning "ending letter by a
bird."
- in the name of FERDINAND BORNE-
MANN, who claims to be the sole proprietor
thereof.

The Trade Marks have been used by the
applicant in respect of the following goods—

COTTON PIECE GOODS OF ALL KINDS.

IN CLASS 24.

Facsimiles of the Trade Marks can be seen
at the Office of the Colonial Secretary of
Hongkong.

Dated the 1st day of May, 1907.
DENNYS & BOWLEY,
495] Solicitors for the Applicant.

THE TRADE MARKS ORDINANCE,
1898.

APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE is hereby given that the HOK-
KAIDO TANKO KISEI KABU-
SHIKI KAISHA, of Nos. 208-227 Sapporo
Dori, Norden, in the County of Norden in
the Island of Hokkaido, in the Empire of
Japan, Coal Merchants, have, on the 21st day of
May, 1907, applied for the Registration, in
Hongkong, in the Register of Trade Marks of
the following Trade Mark—

The distinctive device of a peculiar five-
pointed star with a circular hole in the
center, within a circle and the words
"Hokkaido Tanco Kisei Kaisha"
between the said circle and two outer
circles.

in the name of the HOKKAIDO TANKO
KISEI KABU SHIKI KAISHA, who claim
to be the sole proprietors thereof.

The Trade Mark has been used by the
Applicant in respect of Coal, in Class 4.

A facsimile of such Trade Mark can be seen
at the Office of the Colonial Secretary of Hong-
kong, and also at the Office of the Undersigned.

Dated the 12th day of June, 1907.
WILKINSON & GRIST,
572] Solicitors for the Applicants.

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	to	9.30 a.m.	Every 10 minutes.
9.30 a.m.	to	11.00 a.m.	Every 15 minutes.
11.30 a.m.	to	12.45 p.m.	Every 15 minutes.
12.45 p.m.	to	1.15 p.m.	Every 10 minutes.
1.15 p.m.	to	1.45 p.m.	Every 15 minutes.
1.45 p.m.	to	2.15 p.m.	Every 10 minutes.
2.15 p.m.	to	3.00 p.m.	Every 15 minutes.
3.00 p.m.	to	5.00 p.m.	Every 15 minutes.
5.00 p.m.	to	8.00 p.m.	Every 10 minutes.

NIGHT CARS.

8.45 p.m.	and	9.45 p.m.	to	11.15 p.m.	every half hour.
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SUNDAYS.

8.00 a.m.	to	9.00 a.m.	Every 15 minutes.
9.00 a.m.	to	9.30 a.m.	Every 30 minutes.
9.30 a.m.	to	10.30 a.m.	Every 15 minutes.
10.30 a.m.	to	11.00 a.m.	Every 10 minutes.
11.45 a.m.	to	12.00 noon.	Every 15 minutes.
12.00 noon	to	1.00 p.m.	Every 10 minutes.
1.00 p.m.	to	5.00 p.m.	Every 15 minutes.
5.00 p.m.	to	6.00 p.m.	Every 10 minutes.
6.00 p.m.	to	7.00 p.m.	Every 15 minutes.
7.00 p.m.	to	8.00 p.m.	Every 10 minutes.
8.00 p.m.	to	8.45 p.m.	Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 5.15 p.m., 11.30 p.m. and
11.45 p.m.

SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers,

Hongkong, 4th June, 1907.

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COLD STORAGE.

THE HONGKONG ICE COMPANY,
LTD., have now 40,000 Cubic feet of
COLD STORAGE available at FAB POINT.
Stores will be open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.

WM. PARLANE,
Manager,

Hongkong, 2nd June, 1907.

[60]

Public Companies.

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY, LTD.

A INTERIM DIVIDEND of \$1.50 per
Share for the Six Months ending 30th
June, 1907, will be payable on the 25th instant,
on which date Dividend Warrants may be
obtained on application at the Company's
Office.

The TRANSFER BOOKS of the Company
will be CLOSED from TUESDAY, the 16th
instant, to THURSDAY, the 25th instant,
(both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOVER,
Secretary,

Hongkong, 9th July, 1907.

[648]

THE WEST POINT BUILDING
COMPANY, LIMITED.

A INTERIM DIVIDEND of TWO DOLLARS
per Share for the Six Months ending 30th
June, 1907, will be payable on the 25th instant,
on which date Dividend Warrants may be
obtained on application at the Company's
Office.

The TRANSFER BOOKS of the Company
will be CLOSED from THURSDAY, the 16th
instant, to MONDAY, the 29th instant (both
days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOVER,
Secretary to the Hongkong Land Invest-
ment and Agency Co., Ltd.,
General Agents for the West Point Build-
ing Co., Ltd.

Hongkong, 11th July, 1907.

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Notice of Firm.

NOTICE.

NOTICE is hereby given that, owing to the
INCREASE of the Business of Messrs.
H. PRICE & CO., WINE MERCHANTS of
No. 12, Queen's Road Central, Hongkong, the
business has been formed into a Company with
Limited liability under the name and style of
H. PRICE & CO., LTD., with
Mr. A. E. ROBINSON as Manager.

All Debts due to, and owing by, the late
H. PRICE & CO., LTD.

H. PRICE & CO., LTD.

H. PRICE & CO.

Hongkong, 1st July, 1907.

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For Sale.

FOR SALE.

TWO VERY VALUABLE PIECES OF
LANDED PROPERTY situate at
CANTON near the Hongkong, Canton and
Macao Steamboat Company's wharf and facing the
river. Title Deeds can be seen at the
office of the undersigned.

For further particulars, apply to—
GOLDRING and BARLOW,
Solicitors,

10, Queen's Road Central,

Hongkong, 22nd May, 1907.

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F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES.

&c., &c., &c.

Sole Agents for—

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUER SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1907.

[44]

THE HONGKONG
STUDIO

HIGHER CLASS PHOTOGRAPHER,

47 & 48, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 1st September, 1907.

[54]

THE PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 10 minutes.

8.00 p.m. to 8.45 p.m. Every 10 minutes.

8.45 p.m. and 9.45 p.m. to 11.15 p.m.
every half hour.

NIGHT CARS.

SATURDAYS.

Extra cars at 5.15 p.m., 11.30 p.m. and
11.45 p.m.

SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers,

Hongkong, 4th June, 1907.

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Intimation.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

CLARET.

	Per cent. doz. qt.	Per cent. doz. pwt.
ST. ESTEPHE	4.5 7.50	\$ 8.50
ST. JULIEN	9.00	10.00
LA ROSE	12.00	13.00
CHATEAU HAUT BRION		
LARIVET	18.00	20.00
CHATEAU MOUTON		
D'ARMAILHACQ	22.00	24.00
CHATEAU PONTET		
CARNET	25.00	—
CHATEAU LA TOUR		
CARNET	30.00	—
CHATEAU RAUZAN	44.00	—
CHATEAU LAFITE	50.00	—

OUR CLARETS, including the lowest priced, are of exceptional value, and guaranteed to be the genuine product of the juice of the grape.

CLARETS from the celebrated Chateaux above mentioned are too well known to connoisseurs to need comment, and we can confidently recommend them as mature and in fine condition.

A. S. WATSON & CO.,
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 11th June, 1907.

The Hongkong Telegraph
HONGKONG, SATURDAY, JULY 13, 1907.

THE HEALTH OF HONGKONG.

Few reliable reports issued by the several public departments in Hongkong cover such a variety of interests as that which appears in the latest issue of the *Government Gazette* under the signatures of Dr. J. M. Atkinson, P.C.M.Q., and Dr. Francis Clark, M.O.S.I. It deals generally with reports on the health and sanitary condition of Hongkong for 1906, and comprehends official statements from the Superintendent of the Government Civil Hospital, and of the Victoria Hospital, on lunatic asylums and the gaol hospital, on the health of the railway employees, on bacteriological investigations, and, indeed, on everything relating to the health of the Colony. In these circumstances, it is manifestly impossible to do more than broach some of the principal subjects which are taken under discussion by the Medical Officers, and, to hint, rather than to enter into details, at the interesting information set forth in the series of reports in question. During the past year there were 1028 births among the Chinese community, and 293 among the non-Chinese, a total of 1321 altogether. It is stated, however, that the number of Chinese births registered does not give an accurate record of the number of births which have occurred. Owing to the custom of the Chinese in not registering births unless the child has survived for a month and often in the case of female children not at all, it is probable that the majority if not all of the infants which are sickly at birth die before they have lived a month, have not had their births registered. It is customary, therefore, to assume that all children of one month old and under who die in the various convents (being brought there sick by poor people) and all children found dead in the streets, harbour, hillsides, etc., by the police, have been born in the Colony but not registered. By adding the number of such children to the number of the registered births a corrected number of births is obtained and from this is calculated a corrected birth rate. The number of such children in 1906 was 267 males and 316 females, total 583, which being added to the registered births makes a total of 1,904. The preponderance of male over female registered births is very marked amongst the Chinese, there being 199 males to 100 females. Even with the 583 above mentioned unregistered births the proportion is 144 males to 100 females. The deaths registered during the year numbered 3,379, or 25.06 per thousand, but that figure includes the loss of life in the typhoon of September and the few cases occurred through the bur-

ing of the *Hankow*, the exact results of which will never be known. But taking these figures for what they are worth it appears that the death-rate among Chinese has dwindled from 20.50 in 1902 to 14.02 per thousand last year, which is extremely satisfactory. Unfortunately, the statistics for the Chinese community are by no means so bright, for the death-rate per thousand has risen from 23.77 in 1902 to 26.41 in 1906. Referring to the high case-mortality recorded at the Tung Wah hospital, the compilers observe that the "Hospital is a purely Chinese institution, maintained by voluntary contributions, and supervised only by a Government medical officer. The reason, however, for the high case-mortality at this Hospital does not lie altogether in the treatment of the patients, but in the fact that the Hospital is regarded by the Chinese more as a "home for the dying" than as an institution for the treatment of the sick. Consequently, the great majority of the cases of malaria that are admitted thereto are in a moribund condition, and so near to death that even the hypodermic administration of quinine is of no avail." Could we educate the Chinese to seek medical aid on the first onset of the symptoms of fever, and could we at the same time educate the many Chinese herbalists and native doctors who ply their calling in this Colony, in the efficacy of quinine, many lives would undoubtedly be saved which are now sacrificed to ignorance and indifference." It had been hoped that malarial fever was in a fair way to being expelled from the Colony, after the reports of the immediately preceding five years, but the total number of deaths which occurred from malaria last year was higher than any since 1897, when the figure was placed at 554, whereas last year it was 448 as compared with 287 in 1905, 301 in 1904 and 300 in 1903. Coming to the question of dwelling houses in the Colony, it is stated that the number of dwellings in Hongkong reaches the respectable total of 8,503 and these contain 25,296 floors. The average number of persons residing in the dwellings was 20.4 and on each floor 6.90. During the year, the sanitary officers made 1,393 night visits with the object of discovering whether the tenants were keeping within the law in respect of overcrowding. In 566 cases they found that the total number of persons occupying the floors exceeded the allowed and doubtless the usual prosecutions followed. We may have an opportunity in a future occasion of referring to the minor statements incorporated in the main report, but we have, we fancy, given enough to prove the extremely engrossing nature of the document as a whole.

LOCAL AND GENERAL.

PROCLAMATION No. 1 of 1907, declaring Bangkok to be a port or place where an infectious or contagious disease prevails is rescinded.

TO-MORROW, Sunday, July 14th, being the French National Fête, the Consul for France will be pleased to receive at his offices, Prince's Buildings, the persons who might wish to call on this occasion.

A MEETING on Saturday of the Board of Directors of the Japan Cotton Company, of Osaka, adopted a proposal to declare a dividend for the half-year just closed at the rate of 12 per cent. per annum. A proposal to establish a branch office at Bombay for the purpose of facilitating the purchase of Indian cotton was also agreed to.

CHAN SUN, a fireman, living in Third Street, was charged before Mr. F. A. Hazeland, at the Police Court, this morning, with the larceny of a pair of shoes from a shop at Bonham Strand, yesterday. Accused made no attempt to refute the charge. According to Su Chin, a salesman, accused boldly walked into the shop, opened the show-case, took out the pair of shoes and proceeded to leave the premises. His Worship sent him to gaol for one month and ordered him to sit in the stocks for four hours.

A STREET-coolie was sent to the Government Civil Hospital yesterday afternoon by the police, at No. 2 Station, suffering from injuries about the head, the result of being knocked down by an electric tramcar. The accident occurred at about four o'clock, on the Praya East. At the time of the mishap, the coolie was running behind an eastbound car. When the corner of Albany Street was reached, the man made an attempt to cross the road and was struck by a westbound car, which was travelling at a fairly fast rate. He was picked up unconscious and removed to the police station, where he was temporarily treated before being sent to hospital.

AFTER careful inquiries into the report made at No. 2 Police Station some days ago by the caretaker of a conservancy bai, to the effect that four men—the former crew—had returned to the boat on Monday afternoon last and set fire to it, after having bound him to the mast, Inspector Gourlay is now firmly of opinion that the report was a bogus one. It appeared that the caretaker was engaged to attend to work on the boat until such time as a proper crew could be engaged. On Monday forenoon he went ashore, leaving a fire burning brightly in the stove. During his absence the stove was overturned and the stern of the boat was set on fire. In order to save himself the report to the police was made. It is reported that the caretaker cannot be found in the Colony and it is believed he absconded soon after making the report.

CANTON-HANKOW RAILWAY.

THE MASS MEETING.

FORMATION OF THE KWANGTUNG BANK.

CANTON-MACAO RAILWAY.

[From Our Own Correspondent]

Canton, 14th July.

The much-talked-of mass meeting for the election of a board of directors of the Canton-Hankow Railway Company took place at the Company's office yesterday. There were present some eight hundred shareholders together with the Provincial Judge, Kung Sum Tsam, who presided over the meeting, the two Magistrates of Namhoi and Punyu, the Police officials, the Brigadier-General of Kwangchow and the representatives of the different railway companies throughout the Empire, and many others. At 7 a.m. the Provincial Judge with the other officials arrived at the Company's office with several hundred troops and posted them along the Po Wah Fong Street, in which the Company's office is situated, for protection purposes in case of emergency. No other persons were allowed to pass through this street except those who could produce admission tickets and prove that they were going to take part at the meeting. From 9 o'clock in the morning, ballot commenced to be taken, and votes were cast in the ballot boxes, which were not opened until noon, when all the shareholders who had applied for admission tickets were present. A gun was fired to announce the opening of the ballot boxes, and the votes were taken out one by one by Mr. Ha Yang-sang, who passed them on to the Provincial Judge, who in turn handed them to another person, who read out the name of the nominee. As one ballot was opened, the name of the person nominated was at once recorded and his name posted on the wall, whilst the original ballot papers were again put into other boxes which were afterwards sealed up by the Provincial Judge himself. The counting of the votes could not be completed until about seven o'clock in the evening.

Mr. Lo Po-shun, formerly member of the late board of directors of the Company, secured 306 votes with shares amounting to 755,200; Mr. Wong Shiu-ping, formerly vice-president of the Company, secured 260 votes with shares amounting to 646,000; Sir Chuntung Liang Cheng 142 votes with shares amounting to 556,300; Mr. Li King-fan 142 votes with shares amounting to

366,300; H. E. Chang Po-sze 155 votes with shares amounting to 326,900; etc.

Mr. Lo Po-shun, thus having secured the greatest number of votes was therefore elected President; and Mr. Wong Shiu-ping, being second in the number of votes, was thus appointed Vice-President, whilst the rest will be appointed to the board of directors.

The provincial Judge first made a speech before the meeting, and all those present were quite orderly, and the meeting passed off without any hitch, and quite quietly.

After the meeting the Provincial Judge drafted two telegrams, one to be sent to the Ministry of Communications and Posts at Peking, the other to Shanghai to H. V. Viceroy Shum, reporting the result of the meeting. It was a little after ten o'clock when the Judge left the office. The Judge will again proceed to the Company's Office this morning to check the ballot papers.

Before the ballots were opened, a group photograph was taken of all those present. Two large flags were hoisted over the door of the office and excellent accommodation was provided for all shareholders as well as all representatives of the Press and others.

Now as the difficulty and trouble of the company have been settled by this mass meeting for the election of the board of directors, which passed off far more quietly and harmoniously than anticipated, it is to be hoped that the working of the Company will be in future carried on in a satisfactory manner.

A RAILWAY BANK.

In reference to the meeting of the Canton-Hankow Railway Company held at the Company's Office on the 10th instant, with regard to the opening of a railway bank in connection with the Company, the following resolutions were passed:—(1) That Mr. Lau Siu-chuk who holds 40,000 railway shares, and is the originator of the suggestion for the opening of the bank, and who has drawn up regulations governing it, be appointed Manager of the bank without further election. (2) That the bank be styled "The Kwangtung Bank," without the addition of the word "Railway," as the railway is subject to be returned to the Government after a certain number of years, whilst the Bank is not. (3) That an attempt be made to get the agreement for the construction of the Canton-Macao Railway cancelled and the line be built with funds of this Company. (4) That twenty honorary members be selected from the different charitable institutions, etc., to help the Company's officials in their work, and be subject to change annually.

In addition to the above, another resolution was passed to the effect that the president and vice-president of the Company when elected are to hold office for a term of two years and may remain in office if found satisfactory.

SHANGHAI BOOKS.

A POOR DIVIDEND.

We are in receipt of the following communication from Messrs. E. S. Kadoorie & Co.:—

"We are informed by telegraphic advice from Shanghai, that the Shanghai Dock and Engineering Co., Ltd., has declared a dividend of Tsh. 3 per share for the year ending 30th April, 1907. The meeting is advertised to be held on the 30th instant and the transfer books of the Company will be closed from the 22nd instant."

MANINK COUNTY.

HARBOUR COLLISION.

At the Marine Court this morning, before Commander Basil R. H. Taylor, R.N., Harbour Master and Marine Magistrate, an inquiry was held into the circumstances attending the collision between the unlicensed steam-launch *K. 4*, Lau Yeo, master, and the licensed steam-launch *Cheung Lee*, Cheung Hoi, master, in the waters of the Colony, on the 2nd instant.

John Morrison, harbour engineer to the Dock Company, said he was leaving the *Japan* which was lying at the Ap Lei Chau buoy in the *K. 4* launch. He left the starboard side, the ship being swung to ebb. After shoving off, he ported to turn round and go east. The *Cheung Lee* was coming from the west and came close round the bows of the *Japan*, and the two launches met nearly at right angles, the stems meeting. Witness heard a long blast on the whistle of his launch and then a short one. He could not say how the engines were working. Lai Yuen, coxswain of the launch *K. 4*, said on shoving off from the *Japan* he gave a long blast on his whistle, because he was afraid the other launch would collide with his. He then went ahead and put his helm to port. On drawing ahead he saw the other launch ahead of the *Japan* on his port bow and he then gave another long blast. The *Cheung Lee* took no notice. Witness kept his engines going ahead and his helm astern. The *Cheung Lee* came on and struck witness's port bow.

Cheung Hoi, coxswain of the *Cheung Lee*, said he was on board his launch at the time of the collision, going from West Point to Tsim-tsa-tsui. He came along the Southern Fairway, and then crossed the bows of the *Japan*. He saw the *K. 4* when about 100 feet off. He then went full speed astern and gave a short blast.

His Worship said that no reliance could be placed on the witness's statements, as although he said he was going from West Point to Tsim-tsa-tsui, his direction being about E.N.E. he persisted in showing by the models that he was going N.W. The men were both to blame. The *K. 4* blew improper and misleading signals on his whistle, and failed to blow the signals laid down in the rules.

The *Cheung Lee* passed too close to the bows of the *Japan*, thereby making it impossible for her to keep clear of the *K. 4* as was her duty. Both coxswains' certificates were suspended for two months.

FALLING TO REPORT.

At the instance of Mr. A. C. Botelho, chief clerk, Harbour Office, Lai Yun, coxswain of the *Cheung Lee*, was charged with unlawfully failing to report to the Harbour Master the name and number on his certificate for registration within 48 hours of his engagement.

Defendant said he was only engaged for a few days as a substitute.

His Worship convicted and fined the accused \$5 or 14 days.

WILFUL DISOBEDIENCE.

John Smith, quartermaster of the ss. *Athenian*, was charged by Mr. Gerald Edward Bridge, first mate of the vessel, with disobeying the lawful command of the master, and continued wilful neglect of duty on board the steamer since the 1st inst. in this harbour. Accused pleaded not guilty.

Prosecutors said he gave defendant leave from 8 p.m. to midnight last night, and the officer of the watch reported to him at 11.30 p.m. that defendant had returned from leave drunk, abusive and riotous. Witness went on deck and saw the acc'd, who was creating a great disturbance, keeping all hands awake, and using abusive language to witness and everybody else. Defendant should have relieved the deck at midnight but he was unfit for duty, and another man had to take his watch. Witness hoisted the police signal, but by the time he came the man was quiet. Witness did not consider the defendant was fit for duty until 8 a.m. to-day, after he had slept it off.

Defendant said he came off at midnight to take his watch, and when he went into the quartermaster's cabin another quartermaster, Ludkins, told him not to make so much noise. He said he wasn't making any noise, and then the other man struck him. He was not allowed to sleep his watch.

His Worship convicted and fined him six days' pay.

THE INCORPORATION of the Kangchinchu and Japan Cotton and Silk Spinning Companies has been agreed upon, and a provisional agreement has been signed between the two companies. The agreement is to be submitted to general meetings of the shareholders of both companies on the 25th instant.

LIAM WONG, a shop coolie, employed by a firm carrying on business at 114, Queen's Road, Central, was arrested yesterday afternoon in Jubilee Street for recklessly driving a truck and doing damage to Lo Cheung, a maid servant, residing in Gage Street, Central, and another coolie who was in charge of the truck, which was loaded with merchandise. In attempting to descend the incline in Jubilee Street he lost control over the truck and it shot down the hill. Lo Cheung, who was leaving the market, after making some purchases, failed to get out of the road in time and was knocked down, one wheel of the truck passing over her foot. The truck continued on for a short distance and came to a standstill in the surface channel. The injured woman was sent to hospital. At the Police Court, this morning, Mr. Hazeland ordered the truck to be impounded, to give the woman \$10 compensation, which cost the court.

APPRECIATION.

The appreciation by the Chinese of the ophthalmic department is best shown by the following two facts:—A Chinese doctor at the hospital (i.e., employing Chinese methods) sent his daughter for treatment and another member of the Chinese Medical Staff came for treatment himself much to the delight of the other patients as soon as they discovered his identity.

EYE DISEASES IN HONGKONG.

REPORT BY DR. MARSTON.

Dr. G. M. Marston, M.B., late clinical assistant, Royal London (Moorfields) Ophthalmic Hospital, reports on the ophthalmic department of the Tung Wah Hospital for last year as follows:

"In making my report with reference to the ophthalmic department of the Tung Wah Hospital I have in the first place to thank the Directors of this institution and through them Dr. Lew Hawk, for their invariable courtesy and ready acquiescence in any suggestion of mine for the benefit of the patients.

"The ophthalmic department, as mentioned in last year's report, was opened in December, 1905, and work has been continued uninterrupted to the present date.

HOURS OF ATTENDANCE.

Originally patients were seen on Thursdays from 5.00 p.m. At first patients were few in number but the growth of the department as soon as it became known amongst the Chinese was extraordinary. On more than one occasion as many as fifty patients were present.

Those who are acquainted with the time and trouble that have to be expended over each individual case to ensure accuracy of diagnosis and treatment will not be surprised to learn that often one could not leave the hospital till nearly 8.00 p.m. on these occasions. I must therefore take this opportunity of thanking

Telegrams.

[Reuters.]

The French Navy.

London, 11th July.

The spread of the opium habit in the French navy has become such that special instructions for combating it have been sent to the naval commandants; also an important circular directing measures for the improvement of general discipline.

The Anglo-Russian Agreement.

Sir A. Nicholson and Count Ivolsky are engaged in the Anglo-Russian negotiations, which are proceeding without a hitch, and it is expected that they will be concluded before the autumn.

The Tibetan and Afghan questions are already exhausted, and the Persian problems are now being discussed.

Later.

The United States and Japan. Admiral Yamamoto has arrived in New York.

In urging the maintenance of friendly Japanese and American relations, the Admiral said that the passing storm would disappear in the Pacific.

Admiral Evans paid a visit to Admiral Yamamoto.

The King in Ireland.

The King and Queen in a message to the Lord Lieutenant of Ireland warmly thank the Irish for the hearty welcome which their Majesties received at the Leopoldstown races.

A magnificient reception was held in the afternoon.

TYPHON WARNING.

The following telegram was received by the American Consul-General from the Manila Observatory at 10 a.m., to-day:

13th, 7.30 a.m.—Cyclone has crossed Ladrones Islands north of Guam moving probably W.N.W.

THE BACTERIOLOGICAL INSTITUTE.

Dr. H. Macfarlane, medical officer in charge, writes in his annual report for 1906:

Dr. C. M. Heaney, the newly appointed Assistant Bacteriologist, arrived in the Colony on 4th April, 1906. In addition to his duties at the Public Mortuary, he regularly assists me in the general routine bacteriological examinations. In addition he has carried on a certain amount of research work. Without his assistance, it would have been impossible to have started the Laboratory as an institute for general work and research study.

BUILDINGS.

The Institute was opened for routine bacteriological examinations and research work on the 15th March, 1906. From this time onwards, the Bacteriologist confined his attention almost entirely to the fittings and equipment of the building for all kinds of research work. These are somewhat complicated, and require considerable care and time, it was found impossible to commence thorough research work until later in the year. A full description of the buildings and the accommodation provided was supplied by the Honourable the Director of Public Works in his Annual Report for the year 1905. In my opinion, the buildings have special qualifications for carrying out bacteriological examinations and research. The laboratory accommodation is excellent, and with stables and animal houses complements a compound admitting of the most varied experimental work. Each laboratory is fully equipped with the necessary apparatus according to requirement. A micro-photographic apparatus has been ordered from home, and will be fitted up in one of the rooms specially prepared for this class of work. Another room is specially reserved for conducting any experimental or other research work which may be necessary from time to time. At present, arrangements are being made to have this room fitted with electrical apparatus in order to conduct certain important experiments on the action of heat on bacteria.

The complete apparatus for the manufacture of vaccine lymph, in accordance with the methods employed in the Government Laboratories in London, has been fitted up in the Serum Laboratory, and gives satisfaction.

A hot room is provided in the basement for the incubation of bacteria on a large scale as in the production of toxins used in the preparation of different sera.

The animal houses are fitted so that they may be used for animals employed in the testing and production of toxins and sera.

The smaller rooms are used for breeding purposes.

A SINGAPORE Chinaman, who returned to Hongkong a few days ago from the Straits Settlements, and resides at 56, Connaught Road Central, went to a moneychanger's shop in Queen's Road Central last evening to change some money. Standing at the counter of the shop, and failing to notice that a few coolies had gathered around him, the Singaporean, by name Ng Kong, extricated two Straits Settlements \$1 bills from his purse. Before he had time to turn them over to the moneychanger, a coolie stepped up from behind the man and, giving him to understand that "the bills were not negotiable in Hongkong," took them out of his hand and gave them to an accomplice, who ran down the road, the other coolie going in another direction. This man was pursued and captured, his accomplice escaped. Today, the prisoner, who gave the name of Chan Tun, a fireman, residing at 9, Tit Hong Lane, was charged with theft. He pleaded not guilty before Mr. G. N. Orme. Mr. R. A. Harding appeared for the defence and the case was adjourned. Bail \$100.

THE GREEN ISLAND CEMENT CO., LTD.

INCREASE OF CAPITAL SANCTIONED.

An extraordinary general meeting of shareholders in the Green Island Cement Co., Ltd., was held at the office of the general managers—Messrs. Shewan, Jones & Co.—for the purpose of passing a special resolution.

Mr. R. Shewan presided. The others present were Sir Paul Chater, Hon. Mr. Henry Keswick, Messrs. R. Hendon (secretary), R. Hancock, E. D. Haskell and J. A. Young. The Secretary read the notice convening the meeting, and the following resolution was put to the meeting:

"That it is desirable to capitalise the sum of \$90,000, being part of the undivided profits of the company standing to the credit of the company's reserve fund and accordingly that the same be distributed as a bonus amongst the shareholders of the company at the date of the passing of the resolution in proportion to the shares held by them respectively, and that the general manager be, and they are, hereby authorised to distribute among the shareholders the 200,000 unissued shares in like proportion." The Chairman proposed its adoption. Hon. Mr. H. Keswick seconded.

Carried unanimously.

The Chairman stated that a call of \$5.50 per share will be made immediately. Scrip will be ready on the 22nd inst. He thanked those present for their attendance and the meeting concluded.

RATS AND RAT-FLEAS IN HONGKONG.

REPORT BY DRs. JEANLRY AND GUISON.

The following report is printed as an appendix to the Medical Reports for last year published in the current issue of the *Gazette*:

INTRODUCTORY.

To determine with accuracy the particular species of every rat arriving at the Public Mortuary is by no means easy. In far the greater number of cases an opinion can be given with certainty, but there remain something like 20% which are difficult to recognise. This is due to several causes. (1) The young of both the common rats are very much alike, not only in size but in outline and colouring. The typical characteristics of the different species are only attained by the adult animal. (2) Some of the rats show the long ears of *Mus rattus* with the short coarse tail of *decomanus*. The possibility is that these nondescripts are hybrids.

Of late years considerable attention has been given to rats and snares who have worked in this connection have been reluctant to give every rat a place in any particular species.

Captain W. G. Liston, I.M.S., in a paper read before the Bombay Natural History Society in November, 1904, homologates the opinion that

"It might be easy to classify pig-dogs as rats in Bombay." A somewhat similar opinion is expressed by Kitasato, in the Philippine Journal of Science, June 1906, where he states, when speaking of different breeds of rats and their relation to plague: "Moreover, the results of biological researches tend to confirm the fact that although two distinct species of rat are found, the one most prevalent in Japan is a race which is a mixture of the two."

SPECIES OF RATS.

The following are the species of rats we have found in Hongkong—*Mus rattus*, *decomanus*, *Mus musculus* and the so-called "musk rat" which is not a rat but a shrew—*Sorex giganteus*.

YOUNG RATS.

These include baby rats of both species as the young are so much alike that differentiation is impracticable.

SPECIMENS.

We have prepared specimens of the skulls of these rats and mounted them for future reference.

COMPARATIVE FREQUENCY.

Taking the undecomposed rats which have arrived at the Public Mortuary during the last two months as indicative of the comparative numbers found of each species in Hongkong we find roughly the following percentages.

Black rats: *Mus rattus* 12% Brown rats: *Mus decomanus* 18% Mice: *Mus musculus* 48% Musk rats: *Sorex giganteus* 4% Undetermined size of *Mus rattus* 5% Baby rats, undetermined 15%

RAT-FLEAS. SEASONAL PREVALENCE.

Although this is usually called the black rat it is seldom that one is seen which is really black and we have not seen one of this colour in Hongkong. The most common colour is a dirty grey. The fur is usually fine and soft, of a lighter shade on the belly, and extends quite a little way along the back of the tail; mixed with the fur are sometimes a few spicier hairs, though these are often absent. The tail is longer than the body and head together, it is generally slender and tapers to a fine point. The ears are moderately large, standing up distinct out of the fur and extending to the eye and even beyond it when laid forward. There are five pads on the fore foot and six on the hind foot. The hindermost pads are elongated, the digits well separated and more delicate than in the *decomanus*. The claws are sharp, curved and adapted for climbing. The skull is slightly convex above. The incisor teeth are exceedingly sharp and sloped on the wearing surface, at a very acute angle. The inferior maxilla is broader, thinner and less rounded on its lower edge than that of the *decomanus* and the incisors follow the curve of its inferior border. The whole build of the animal is more light and graceful than that of the brown rat and is better adapted for climbing than burrowing.

THE BLACK RAT: *MUS RATTUS*.

Although this is usually called the black rat it is seldom that one is seen which is really black and we have not seen one of this colour in Hongkong. The most common colour is a dirty grey. The fur is usually fine and soft, of a lighter shade on the belly, and extends quite a little way along the back of the tail; mixed with the fur are sometimes a few spicier hairs, though these are often absent. The tail is longer than the body and head together, it is generally slender and tapers to a fine point. The ears are moderately large, standing up distinct out of the fur and extending to the eye and even beyond it when laid forward.

There are five pads on the fore foot and six on the hind foot. The hindermost pads are elongated, the digits well separated and more delicate than in the *decomanus*. The claws are sharp, curved and adapted for climbing. The skull is slightly convex above.

METHOD BY WHICH THE SPECIES WERE IDENTIFIED.

Until recently little interest has been taken in the subject of fleas and the books we have on the subject are at variance and their descriptions are incomplete. In identifying the fleas we have used the figures and descriptions given by the well known authority on mosquitoes—C. M. Giles in the Journal of Tropical Medicine, July 1906. It is worth mentioning that he does not take upon himself to identify fleas but obtains the personal assistance of the authority on the group—the Hon. Mr. Charles Rothschild. The descriptions and figures are very lucid and enable us to identify with practical certainty four species. They are—

CTENOPSYLLA MUSCULUS.

This is the mouse flea. It is just now the one most commonly found on rats and mice in Hongkong. We have taken it on *Mus decomanus* and on mice but much more frequently on *Mus rattus*.

PULEX SERRATICEPS, PEL PELIS.

This is the dog flea; we have found it on *Mus decomanus* once and also on a dog and a man.

PULEX FASCIATUS.

We have only met with this flea once; it is said to be a common flea of rats.

PULEX CHIROPI, VEL PALLIDIUS.

This is a flea we have taken in large numbers; we have caught as many as 40 on two rats of the species *decomanus*. We have also found it on *Mus rattus* and the musk rat.

C. M. HEANEY, M.B., B.S., D.P.H.

ADAM GIBSON, M.R.C.V.S.

The incisor teeth are more curved than those of the *rattus*, the curve being almost at right angles to the inferior maxilla, and the wearing face of the tooth is almost parallel to the wearing surface of the molars. This rat is larger and its whole build more robust than that of the black rat, and the general conformation more fitted for burrowing than climbing.

THE COMMON MOUSE: *MUS DECOMANUS*.

The animal is too well known to need description although the Chinese do not appear to recognise it as a species distinct from the rat. It resembles *rattus* more than *decomanus*.

THE MUSK RAT: *SOREX GIGANTEUS*.

As already stated this is not a rat proper or even a rodent. It belongs to a rather moblike group, the insectivores, which includes such widely differing animals as the mole, hedgehog, shrew. This animal is caught in traps much less frequently than the others.

Its outline closely resembles a rat, but it is appreciably smaller than the *rattus*. Its first characteristic is its overpowering musky odour which appears to have given it the Chinese name (黑鼠). *Sau Sau*, the "stinking rat."

It is purely nocturnal in its habits, has a peculiar bat-like cry and frequents sewers, drains, and garbage heaps where it feeds on decaying animal matter. It sometimes finds its way into dwelling houses and its odour gives notice of its arrival. It seems to be regarded with particular aversion by Chinese who try to get rid of it by killing or driving it away. It is said to be looked upon by some as a very noxious animal, its breath even being reputed to be fatal to man or animals; and certain it is that no cat will touch it and only a very few dogs will attempt to kill it. On the other hand we have been told that its presence in a house is indicative of coming good luck in money matters and that Chinese like to see it there. It is covered with a soft, fine, almost black fur. Under this on each flank there is a band of stiff closely set bristles, from between which exudes an odorous fluid, the product of a particular gland. The two middle superior incisors are hooked, and deciated at the base; the lower ones are slanting and elongated. Five small teeth follow on each side of the former and only two follow the latter. There are besides on each jaw three bristly molars, and finally on the upper one a small undeciated tooth. The snout is greatly elongated and semiprehensile. The nostrils open on the sides and are fitted with a valve arrangement which enables the animal to forage under water. The eyes are rudimentary. It is an excellent swimmer and diver. Its gait is peculiar owing to its short legs it moves along as if on wheels.

Banks—Hongkong and Shanghai Banks have not been affected by fluctuations and remain unchanged at \$650, for the old shares ex new issue, and \$125 for the new issue.

The London quotation is £79 ex new issue, and £60 for the new issue. Nationals are quiet at \$51.

Marine Insurances.—Sales of Canton have been effected at \$70, and there are further buyers at the rate. Unions can be placed at \$70. Yanguaze are steady at \$180.

Fire Insurances.—China Fires have been sold and are wanted at \$88. Hongkong Fires are quiet at \$50.

Shipping—China and Manilas are still inquired for at \$15, and Douglas at \$51. Hongkong, Canton and Macao Steamboats have been fixed at \$19; Indo-Chinas have been taken off the market at \$59.

Refineries—China Sugars are in demand at \$100. Perak Sugars are neglected at \$10. 50 Luozons are unaltered.

Mining—Chinese Engineering have hard ended and there are buyers in the North at \$15. 50. Rauba are wanted at \$6.

Docks, Wharves and Godowns—Kowloon Wharves can be obtained at 178, Hongkong and Whampoa Docks have been dealt in at various rates from \$100 to \$150, closing with buyers.

In the North, Shanghai Docks have been placed at \$10 76, and Hongkew Wharfs at Tls. 223.

Lands, Hotels and Buildings—Hongkong Lands have been booked at \$124 and \$104 closing quiet at the latter rate. Humphrey Estates are obtainable at \$100. Kowloon Lands have been sold at \$37. Shanghai Lands have buyers at Tls. 101 ex the interim dividend of Tls. 3 paid on the qtr. inst. West Points are steady at \$50.

Cotton Yills.—There is no business to record in stocks under this heading. Ewos can be placed at Tls. 64.

Miscellaneous—There have been sales of China Borneo at \$9 and China Light and Powers at \$6. China Providents are offering at \$9. Sales have taken place of Green Island Cements at 12½ cwt. div. and there are further buyers at \$17, ex the interim dividend of 50 cents per share paid to day. Dairy Farms can be fixed at \$15. Peak Tianways have again been sold at \$10.75 for the old shares and \$1.65 for the new shares. Hongkong Ropes are still wanted at \$21. Sumatras have improved considerably and buyers prevail in the North at Tls. 117. Lauhats have changed hands at Tls. 221. Bells Asbestos have buyers at \$7. Shanghai Waterworks are in—requested at Tls. 300 and Tls. 270 for the old and new shares respectively. It is notified that the final call of \$5 on the new shares will be payable on the 30th September.

The market closes firm.

Sales:—355 bales of No. 62, 50 bales of No. B1, 6,875 bales of No. 101, 2,245 bales of No. 122, 1,455 bales of No. 162; and 3,190 bales of No. 202; in all about 14,190 bales.

Arrivals:—Ten steamers *Catherine*, *Opac* and *Napang* (from Calcutta), and *Milk Maru*, *Ichita* and *Delhi* (from Bombay) of about 5,000 bales.

Unsold Stock:—About 24,000 bales.

Exchange:—We close to-day as under:

India T.T. at Rs. 163½ per cent.

Demand 163½

London T.T. Sh. 23½d=5

Demand 23½d=5

Shanghai Tls. 73=5100.

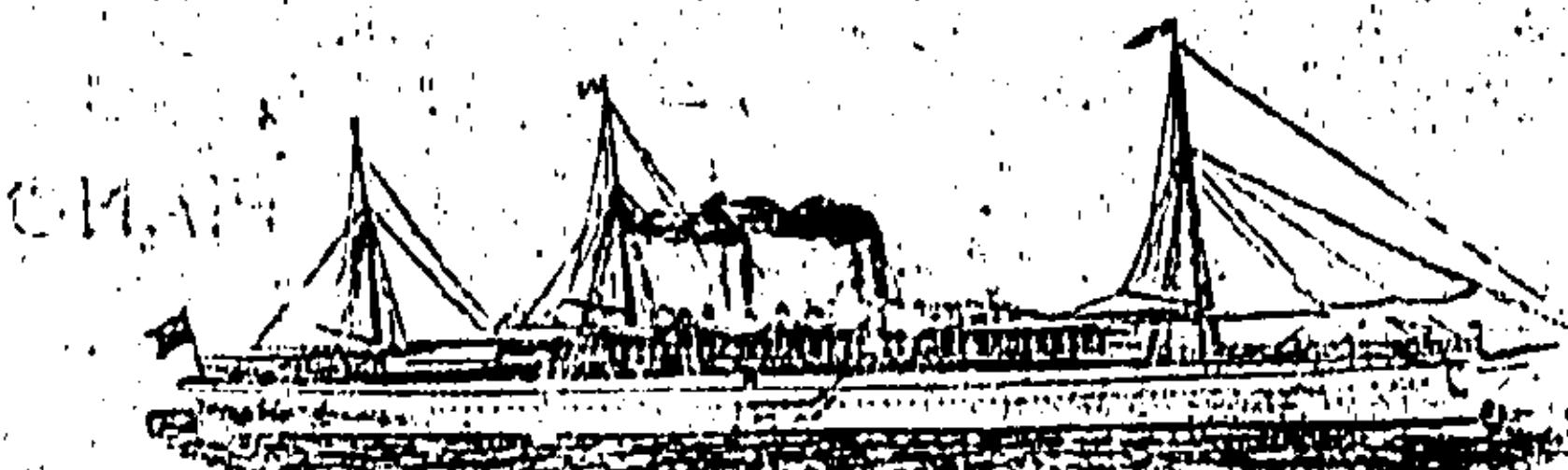
Silver 31 1/6d. per oz.

Writing under same date, Messrs. Cawasjee, Pallanjee & Co. report:

Since the issue of our last report on the

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS:		(Subject to Alteration).
R.M.S.	Tons.	LEAVE HONGKONG ARRIVE VANCOUVER
"ATHENIAN"	... 882	WEDNESDAY, July 17th Aug. 10th
"EMPEROR OF INDIA"	... 6,000	THURSDAY, Aug. 1st Aug. 19th
"MONTEAGLE"	... 6,103	WEDNESDAY, Aug. 14th Sept. 7th
"EMPEROR OF JAPAN"	... 6,000	THURSDAY, Aug. 29th Sept. 16th
"TARTAR"	... 4,425	WEDNESDAY, Sept. 11th Oct. 5th
"EMPEROR OF CHINA"	... 6,000	THURSDAY, Sept. 16th Oct. 14th

"EMPEROR" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, through the INLAND SEA of JAPAN, KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 30 days from HONGKONG.

Hongkong to London, 1st Class..... via St. Lawrence £60. via New York £62.
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R.M.S. "MONTRAGLE" "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Hongkong, 4th July, 1907.

Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	WAISHING	MONDAY, 15th July, 4 P.M.
SHANGHAI	TAISANG	TUESDAY, 16th July, 4 P.M.
SGAPORE, PENANG & CALCUTTA	KUMSANG	WEDNESDAY, 17th July, 3 P.M.
MANILA	LOONGSAM	FRIDAY, 19th July, 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore (1st Class)	Single.	Return.
Penang	85	130
Calcutta	165	250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

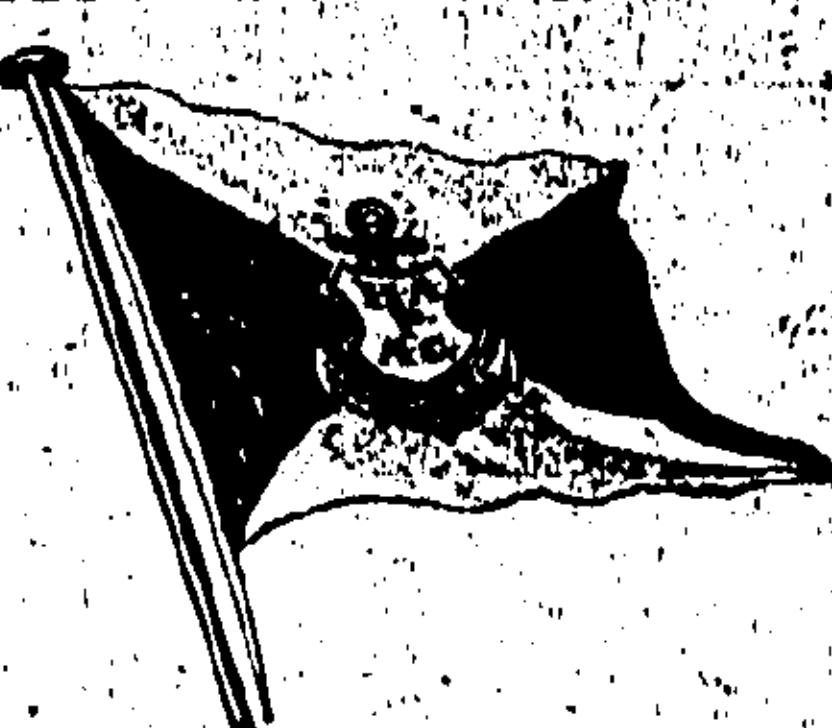
Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 13th July, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



150 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HAIBURG, HOHENSTAUFEN.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE.

NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

HABSBURG and Aug.

SCANDIA 7th Aug.

Hongkong, 12th July, 1907.

HABSBURG 4th Sept.

RHENANIA 4th Oct.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, CALLAO

AND IQUIQUE via JAPAN PORTS (KARATSU, KOBE and YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers. Tons. To sail on

"KATHERINE PARK" ... 4,900 July 18, noon

"KASATO MARU" 6,100. End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to K. MATSUDA, Manager, York Building.

Hongkong, 27th June, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" .. Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. Crowe.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are fitted throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4.

Meals \$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LTD.

and SHIU ON S.S. CO., LTD.

No. 8, Queen's Road West.

Hongkong, 3rd July, 1907.

[624]

For Sale.

A. CHAZALON & CO.

6, Queen's Road Central,

WINE, SPIRIT AND COAL MERCHANTS AND

GENERAL STOREKEEPERS.

Just Unpacked.

BARCLAY PERKIN'S STOUT in pints and Baby bottles.

FRENCH SYRUPS!

GRENADINE, GROSSEILLE, &c.

VICHY, PERRIER, ROCHEMAURE

AND Other FRENCH MINERAL WATERS;

ALSO Large Assortment of CANNED GOODS

suitable for Pic-nic.

Hongkong, 15th May, 1907.

[649]

TUBORG BEER.

FIRST Class PILSENER BEER

guaranteed free from Salicylic Acid, and

any other Chemicals

PRICE \$1.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1907.

[54]

THE NEW FRENCH REMEDY

TRADE THERAPION MARK.

This successful and highly popular remedy, used in

the Continental Hospitals by Mieard, Rottan, Jobert,

Velpeau and others, cures all the disorders to be

met with in the human body, and surpasses every

other similar remedy employed.

THE THERAPION NO. 1

is a remarkable medicine, a soft ointment,

effectually removing infections, the use of

which does irreparable harm by laying the foundation of

structure and other serious disease, in dysentery, piles,

scrofula, rheumatism, &c., which has been known to

employ mercury, arsenic, &c., to the destruction

of softer parts and the tissue, the body

thus eliminating all noxious matter from the body,

and giving it a healthy condition.

THE THERAPION NO. 2

is a soft ointment, composed of

the principal ingredients of No. 1,

but differing in the proportion of the

various ingredients.

THE THERAPION NO. 3

is a soft ointment, composed of

the principal ingredients of No. 2,

but differing in the proportion of the

various ingredients.

THE THERAPION

is a soft ointment, composed of

the principal ingredients of No. 3,

but differing in the proportion of the

various ingredients.

THE THERAPION

is a soft ointment, composed of

the principal ingredients of No. 2,

but differing in the proportion of the

various ingredients.

THE THERAPION

is a soft ointment, composed of

the principal ingredients of No. 1,

but differing in the proportion of the

various ingredients.

THE THERAPION

is a soft ointment, composed of

the principal ingredients of No. 2,

but differing in the proportion of the

various ingredients.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Steamers Expected.			
Vessels	From	Agents	Dw
Kaga Maru	Shanghai	N. Y. K.	July 14
Caylo Maru	Shanghai	N. Y. K.	July 15
Kagoshima M.	Singapore	N. Y. K.	July 15
Preussen	Shanghai	M. & Co.	July 16
Zieten	Singapore	J. O. & C. Co.	July 16
Nomantani	Shanghai	M. & Co.	July 17
Totomi Maru	Moj	P. & A. Co.	July 17
Kitsang	Singapore	J. M. & Co.	July 18
Sundu	Singapore	P. & O. Co.	July 19
Borneo	Sandakan	M. & Co.	July 20
Minnesota	Japan	N. Y. K.	July 20
P. Waldemar	Sydney	M. & Co.	July 24
Emp. of Japan	Vancouver	C. P. R. Co.	July 28

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.
Salan at Kowloon Dock
Glenock
Empress of India
H.M.S. Janus
Kohlschang

CHINA COAST METEOROLOGICAL REGISTER.

July 12th, 1907, a.m.

Bat. Th. Hu. Wind Wr.

St. Peter's Church.					
Queen's Road, West.					
Seventh Sunday After Trinity.					
Holy Communion, 7.30 a.m.					
Morning Prayer 11 a.m., Venice, Alcock; Te Deum, Russell; Benedictus, Garrett; Hymns, 280, 471, 594 and 218.					
Evening Prayer, 6.30 Magnificat; Smart; Nunc Dimittis; Te Deum; Hymns, 262, 450, 591 and 274.					
The Church launch <i>Day-spring</i> will call on ships carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier, 10.30 and 6 p.m.); returning afterwards. The "Answering Pennant" is the call flag. All the settings are free and unappropriated. Visitors welcome. Books, &c. provided.					
Sunday school 10 to 10.45 a.m.					
Meeting at Seamen's Institute, 72, Praya East on Sunday at 8 p.m.					
Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m. and 9.30 a.m. Benediction, 5.30 p.m.					
German Bethesda—Chapel, West Point—Morning Service, 11 a.m.					
St. Francis' Church, Wan-chai—Mass (Cath.), 6 a.m. (Part), 7.30 a.m. Benediction, 5.30 p.m.					
St. Joseph's Church, Garden Road—Morning Service (English), 10 a.m.					
Anthony's Chapel, West Point—Mass, 8 a.m.					
Union Church—Services, 11 a.m. and 6 p.m.					
St. John's Cathedral.					
July, 14th Sunday, 7th after Trinity.					
Holy Communion, 7.30 a.m.					
Matins 7 a.m., Responses: Ferial, Venite; Alcock, Psalms: of the 14th morning, Te Deum; Woodward, Smart and Turle, Benedictus; Langdon, Hymns, 175, 267 and 330.					
Evening (5.45 p.m.) (Full Choir) Responses: Ferial, Psalms: of the 14th evening, Magnificat; Nunc Dimittis; Walmsley in D. Minor, Anthem: "The Radiant Morn"—Woodward, Hymns, 300, and 177; Sevenfold Amen.					
Psalm 73 Verses 1, 2, 11, 12, 21 in unison.					
74, 1, 11, 13, 19, 23 Voluntary: Choral Song and Fugue.—S. S. Wesley.					
UNION CHURCH—KENNEDY ROAD.					
Sunday, 14th July, 1907.					
PREACHER: THE REV. R. ELLIOT.					
11 a.m. 6 p.m.					
Hymn 18 Hymn 461					
Paraphrase 30 Psalm 34					
Hymn 392 Hymn 458					
505 172					
234 255					
POST OFFICE.					
A Mail will close for—					
Yokohama—Per <i>Aertour</i> , 14th July, 9 a.m.					
Swatow, Amoy and Tamsui—Per <i>Joskin Maru</i> , 14th July, 9 a.m.					
Singapore, Penang and Bombay—Per <i>Ischia</i> , 15th July, 11 a.m.					
Macao—Per <i>Sul Tai</i> , 15th July, 1.15 p.m.					
Swatow, Amoy and Foochow—Per <i>Holmius</i> , 15th July, 3 p.m.					
Hainan—Per <i>Cathil</i> , 15th July, 5 p.m.					
Hainhong—Per <i>Strel</i> , 15th July, 5 p.m.					
Hiehew and Pakhoi—Per <i>Hallion</i> , 15th July, 5 p.m.					
Haiphong—Per <i>Walsing</i> , 15th July, 3 p.m.					
Haiphong—Per <i>Cathil</i> , 15th July, 5 p.m.					
Hiehew—Per <i>Strel</i> , 15th July, 5 p.m.					
Hiehew and Pakhoi—Per <i>Hallion</i> , 15th July, 5 p.m.					
Passengers arrived.					
Per Michael Jelsen, from Singapore—250 Chinese.					
Per Pitman, from Bangkok, &c.—Dr. Wilson and daughter, Messrs. H. Kugef and F. Couleaux.					
Passengers departed.					
Per China, for Marseilles and London—Mr. L. D. Buckley, Mrs. Grossmann, Messrs. C. S. Cheung, T. J. Chan, K. L. Fuk, V. S. He, J. R. Johnson, Mr. and Mrs. Y. H. Leung, Messrs. K. S. Li, C. S. Lo, C. L. Low, D. Macdonald, P. K. Tee, N. Tee, L. Tee, Dr. and Mrs. E. O. Winship, and Mr. C. L. Yeoman.					
Shipping Reports.					
Sir Hinckley, from Tientsin—Moderate SW monsoon.					
Sir Hatman, from Swatow—Moderate to light monsoon and fine.					
Sir Pittman, from Bangkok—Fine cloudy weather, light South and South-Westerly wind and light sea from port to port.					
VESSELS IN PORT.					
STAMMERS.					
Asia, Br. s.s., 4,975, Harry Gaukroger, 10th July—San Francisco 11th June, Honolulu 12th; Yokohama 1st July, Kobe 1st, Nagasaki 1st, and Shanghai 7th; Mails and Gen. —O. & S. S. Co.					
Athenian, Br. s.s., 2,440, A. O. Cooper, 4th July—Vancouver, B.C., 6th June, and Shanghai 1st July, Gen. C. P. R. Co.					
Empress of India, Br. s.s., 3,032, E. Basham, R.N.R., 10th June—Vancouver, (B.C.) 11th, June, and Shanghai 27th; Mails and Gen. —C. P. R. Co.					
Haiyan, Fr. s.s., 377, L. Andersen, 12th July—Pakhoi and Hiehew 11th July, Gen.—R. M.					
Ischia, Ital. s.s., 4,82, D. Francesco, 10th July—Bombay 17th June, and Singapore 4th July, Cotton—C. & Co.					
Joshua Maru, Jap. s.s., 702, H. S. Smith, 10th July—Tamsui 7th July, Gen.—O. & S. K.					
Kumsang, Br. s.s., 2,078, J. Y. Butler, 11th July—Calcutta 16th June and Singapore 6th July, Gen.—J. M. & Co.					
Machew, Ger. s.s., 906, R. G. Zollner, 10th July—Bangkok 4th July, Rice and Wood—B. & S.					
Manila, Ger. s.s., 1,108, J. Minssen, 29th June, —Australian Ports and Manila 26th June, Gen.—M. & Co.					
Ragor, Nor. s.s., 1,22, N. G. Nielsen, 9th July—Rejang (Borneo) 3rd July, Timber—W. & Co.					
Rajah, Ger. s.s., 308, R. Peter, 10th July—Bangkok, 4th July, Rice and Timber—B. & S.					
Shakano Maru, Jap. s.s., 3,302, T. Sugii, 9th July—Salon 3rd July, Rice—Order.					
Signal, Ger. s.s., 907, G. Schlaikier, 7th July—Hiehew 11th July, Gen.—J. & Co.					
Solstad, Nor. s.s., 207, N. Bjorregaard, 4th July—Moi 26th June, Coal—Agaard, Thorstein & Co.					
Taming, Br. s.s., 1,350, A. W. Outerbridge, 12th July—Manila 9th July, Hemp and Gen.—B. & S.					
Wingang, Br. s.s., 1,356, H. J. Walker, 12th July—Moi 10th July, Coal—J. M. & Co.					

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT VALUE, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation Do. (new)	90,000	\$125	\$125	{ \$1,000,000 \$1,000,000 \$250,000}	\$1,721,558	{ \$1.15; and bonus of \$1@ Ex. 2/3/1=	41 %	\$80 ex n. issue \$522 new issue London 7/90 ex new issue London 5/60 n. issue first call
National Bank of China, Limited	99,925	\$7	\$6	{ \$12,735 \$300,000}	\$91,293	\$2 (London 3/6) for 1903	74	\$270 sa. and b.
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$750	\$50	{ \$1,675,000 \$200,000 \$110,000 Tls. 100,000 Tls. 50,000}	\$23,638	\$20 for 1905	74	Tls. 75
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 185,529	{ Interim of 7/6 for account 1906 @ ex 2/10 11,16 per cent.....	6 %		
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$3,000,000 \$700,000 \$450,107 \$15,157,511 \$8,716,28 \$8,000,000 \$13,267 \$15,527 \$1,000,000 \$320,449 \$7,616,28}	\$1,460,410	{ Final of \$12 making \$42 for 1905 and interim of 13% for 1906.....	58 %	\$770 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	Tls. 461,467	\$1 for year ending 31.12.5	63 %	\$120	
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	Tls. 132,980	\$6 and bonus \$2 for 1905	91 %	\$88 buyers	
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$235,230	\$40 for 1905	122 %	\$320 sa. and b.	
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000	\$365	\$1 for 1906	64 %	\$15 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$204,637 \$30,500 \$250,000 \$600,000 \$144,380	Nil	\$21 for year ended 30.6.1906	6 %	\$41 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	\$25	\$15	\$120,000	\$1 for 1906	64 %	\$291 sales	
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	\$280,058	10/- @ ex. 2/1 9/16-\$4.69 1905	... %	\$60 buyers	
Shanghai Tug and Lighter Company, Limited Do. (Preference)	200,000	Tls. 50	Tls. 50	\$3,999	Tls. 13,327	Final of Tls. 3/8 making Tls. 5/8 (Pref.) and final of Tls. 3 making Tls. 5/8 (ord.) for 1906	114 %	Tls. 46 sales
"Shell" Transport and Trading Company, Limited	2,000,000	\$1	\$1	\$4,372 \$400,000	83,355.6. 0	Interim of 1/- (Coupon No. 3, m/c 19/7)	102 %	Tls. 50 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$15,167,14.1	\$1.00	\$1.00 for year ending 30.6.1907	24 %	45/- ex div.
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	\$18,730	Tls. 49.50	Final of Tls. 2 making Tls. 6 for 1906	124 %	Tls. 48
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	9,218	\$8 for year ending 31.12.06	8 %	\$100
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Tls. 8,935	\$3 for 1907	52 %	Tls. 90
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 4 (8%) for year ending 31.8.06	48 %		
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$15	\$15	{ \$110,000 \$20,000 \$1,200,000}	\$12,546	Interim of 1/6 for a/c year ending 28.2.07	4 %	Tls. 15.00 buyers
Oriental Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	none	G. \$909,050	Interim of 50 cents for account 1906	...	G. \$5
Raub Australian Gold Mining Company, Limited	50,000	\$15	\$15	\$4,873	\$28,745	No. 12 of 1/-=28 cents	56 sa. and b.	
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$64,124	\$10,335	\$1.75 for year ending 31.12.06	10 %	\$171 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$10,000	\$3,047	Final of \$21 making \$5 for 1906	64 %	\$78
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,112	\$6 for 2nd half-year making \$12 for 1906	12 %	\$100 sales	
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	\$30,000	\$400,933	Final of Tls. 4 making Tls. 8 for 1905/6	101 %	Tls. 76 sales
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	\$340,500	Tls. 16, 3,997	Final of Tls. 10 making Tls. 18 for years ending 31.12.06 on old capital	83 %	Tls. 223 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	\$18,720	Tls. 12,936	Tls. 18 for 1905	83 %	Tls. 212
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 3,388	Tls. 6 for 14 months ending 28.2.07	6 %	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	20,000	\$25	\$25	\$30,000	88,418	\$3 for year ended 30.6.1906	101 %	\$20
Central Stores, Limited	50,123	\$15	\$15	\$1,000	19,178	\$1.80 for 1906	12 %	\$15
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,171	372	\$5 for second half-year making \$10 for 1906	81 %	\$118
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$126,073	\$16,218	Final div. of \$23 making \$7 for 1906	68 %	\$104
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	\$125,000	116,1935	Final of 6 1/2% for 1905	101 %	\$10
Hotel Metropole Company, Limited	2,000	\$100	\$100	none	\$4,699	Final of \$6 making \$10	123 %	\$80
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$208,376	\$11,567	80 cents for 1906	71 %	\$101
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$30,000	\$1,089	\$21 for 1906	64 %	\$37 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 10	Tls. 50	Tls. 16,010,103	Tls. 61,978	Interim of Tls. 3 for account 1907	71 %	Tls. 101 b. ex div.
West Point Building Company, Limited	12,500	\$50	\$50	Tls. 170,000	\$1,519	Final div. of \$2.10 making \$4.10 for 1906	84 %	\$50
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,030 \$10,000}	Tls. 64,986	Tls. 10 for year ended 31.10.1906	152 %	Tls. 64 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$12,600	\$14 for the year ending 31.7.06	11 %	\$111
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 36,212	Tls. 6 for year ended 30.9.06 (8%)	12 %	Tls. 50
Lai-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 31,469	Tls. 8 for 1906	97 %	Tls. 82 buyers
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	Tls. 26,217	Tls. 50 for 1905	Tls. 50 for 1905	152 %	Tls. 330
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$1,006	\$2 for 1906	8 %	871 buyers
Bell's Asbestos Eastern Agency, Limited	1,604	12/6	12/6	{ \$14 \$1,000	2,656	1/3 per share for 1905	62 %	120 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	1,000	2,653	\$3 for 1905	50 %	39 sales and b.
China Horne Company, Limited	1,000	\$12	\$12	nil	nil	\$1 for 1904	...	116 sa. and b.
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	151 %	104 sa. and b.
China Light and Power Company, Limited	10,000	\$10	\$10	none	\$25,000	60 cents for year ended 28.2.06	...	50 buyers
Do. special shares	10,000	\$10	\$10	\$1,000	585	80 cents for 1906	0 %	39 sellers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$50,000	\$2,555	\$1.30 for year ending 31.1.1906	88 %	56 buyers
Dairy Farm Company, Limited	25,000	\$75	\$75	\$1,000	10,804	Interim of 50 cents per share for a/c 1907	112 %	\$17 b. ex div.
Green Island Cement Company, Limited	200,000	\$10	\$10	\$1,000	\$16,021	\$24 for year ending 28.2.07	11 %	\$21 buyers
Hall & Holt, Limited	21,000	\$20	\$20	none	\$2,655	1 per share for year ending 28.2.07	7 %	\$14
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	Dr. P. 34,324	1 per share for year ending 28.2.07	97 %	\$245
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$10,000	Tls. 4,732	Final of \$18 making \$22 for yr. ending 31.12.06	94 %	\$224 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$16,000	Tls. 9,751	\$2.00 for year ending 31.12.06	9 %	\$14
Maatschappij tot Mijn-, Bosch- en Laauwouwerij	25,000	G. 100	G. 100	\$14,500	Tls. 3,514	Second interim div. of Tls. 7 for a/c 1907	10 %	\$14
Joint venture in Langkawi, Limited	25,000	G. 100	G. 100	Tls. 27,603	Tls. 10,374	Tls. 292 for period fr. 10th Oct. to 30th Apr./07	94 %	\$14
Peak Tramways Company, Limited	25,000	\$10	\$10	none	None	1/3 per share for 1905	62 %	120 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	none	Final of Tls. 3/1 and bonus of Tls. 1/1 for year ending 31.12.06	48 %	108 buyers	